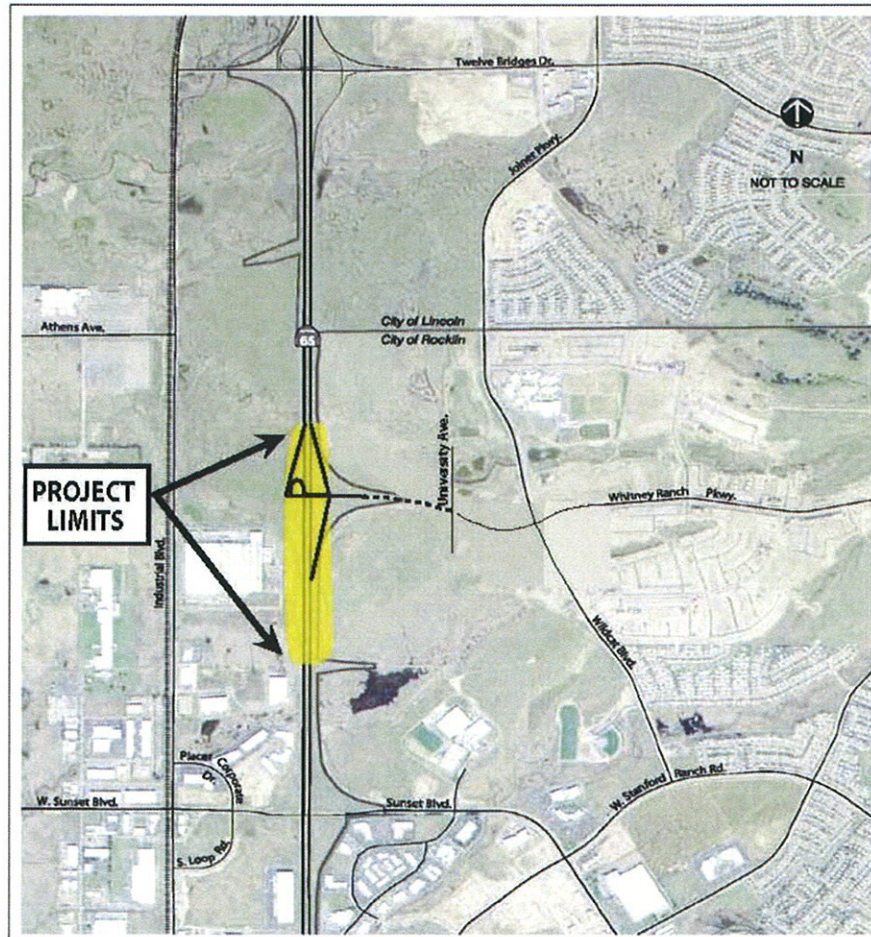
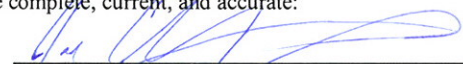


PROJECT STUDY REPORT-PROJECT REPORT


On State Route 65, in the City of Rocklin, in Placer County
From 0.5 mile North of the Sunset Boulevard Interchange
to 0.8 mile South of the Twelve Bridges Drive Interchange



I have reviewed the right of way information contained in this Project Study Report-Project Report and the R/W Data Sheet attached hereto, and find the data to be complete, current, and accurate:


James M. Appleton, Interim Division Chief – North Region Right of Way

APPROVAL RECOMMENDED:

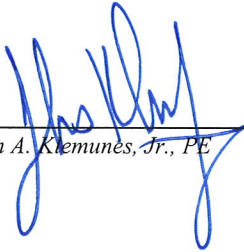

Rebecca Mowry, Project Manager

APPROVED:


Jody Jones, District 3 Director

9/29/10
DATE

This Project Study Report-Project Report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.



John A. Klemunes, Jr., PE

9/17/10
DATE



Table of Contents

1.	INTRODUCTION.....	1
2.	RECOMMENDATION.....	1
3.	BACKGROUND.....	1
4.	NEED AND PURPOSE	3
	A. Problem, Deficiencies, Justification	3
	B. Regional and System Planning	3
	C. Traffic	4
	D. Collision Analysis	9
5.	ALTERNATIVES	10
	A. Preferred Alternative	10
	B. Alternatives Considered but Withdrawn.....	14
6.	CONSIDERATIONS REQUIRING DISCUSSION.....	14
	A. Hazardous Waste	14
	B. Value Analysis.....	14
	C. Resource Conservation	14
	D. Right of Way Issues.....	15
	E. Environmental Issues	15
	F. Air Quality Conformity.....	15
	G. Title VI Considerations	15
7.	OTHER CONSIDERATIONS	16
	A. Public Hearing Process.....	16
	B. Route Matters.....	16
	C. Permits	16
	D. Cooperative Agreements	17
	E. Other Agreements	18
	F. Involvement with a Navigable Waterway	18
	G. Transportation Management Plan for Use During Construction	18
	H. Stage Construction.....	18
	I. Accommodation of Oversize Loads.....	18
	J. Graffiti Control	18
	K. NPDES/Stormwater.....	18
8.	PROGRAMMING.....	19
	A. Programming	19
	B. Funding	19
9.	REVIEWS	20
10.	PROJECT PERSONNEL	20
11.	LIST OF ATTACHMENTS.....	21

Tables

Table 1 – Existing SR 65 Traffic Volumes.....	5
Table 2 – Existing Intersection Peak Hour Traffic Volumes.....	5
Table 3 – Existing SR 65 Levels of Service	6
Table 4 – SR 65 Peak Hour Traffic Volumes (2032).....	6
Table 5 – Intersection Peak Hour Traffic Volumes (2032).....	7
Table 6 – Design Year (2032) Freeway Operations.....	9
Table 7 – Traffic Accident Surveillance and Analysis System (TASAS)	10
Table 8 – Capital and Support Costs.....	19
Table 9 – Sources of Special Funding	19

1. INTRODUCTION

The City of Rocklin, with oversight by the California Department of Transportation (Caltrans), proposes to construct an extension of Whitney Ranch Parkway to State Route (SR) 65 and a new interchange connection on SR 65 (PM 10.6) at Whitney Ranch Parkway between Sunset Boulevard and Twelve Bridges Drive. Northbound and southbound auxiliary lanes will be constructed between the Sunset Boulevard interchange and Whitney Ranch Parkway to improve traffic operations on SR 65. The total length of the Proposed Project is 1.0 mile, extending from 0.5 mile north of the Sunset Boulevard interchange (PM 10.1) to 0.8 mile south of the Twelve Bridges Drive interchange (PM 11.1).

The alternatives considered include:

- **No Build Alternative (No Project):** would include no connection of Whitney Ranch Parkway to SR 65.
- **Build Alternative (Proposed Project):** would extend Whitney Ranch Parkway to SR 65 and include the construction of a Type L-7 partial cloverleaf interchange for the southbound ramps and a Type L-2 spread diamond interchange for the northbound ramps. The proposed interchange would include the construction of a three-lane overcrossing which includes two traffic lanes. This alternative also includes adding continuous auxiliary lanes on SR 65 between the Sunset Boulevard interchange and the Whitney Ranch Parkway interchange.

The SR 65 Whitney Ranch Parkway interchange is included in the Sacramento Area Council of Governments (SACOG) 2009/12 Metropolitan Transportation Improvement Program (MTIP). The project would be funded through the City of Rocklin local transportation improvement fees.

The appropriate Project Development Category for this project is Category 4B, as it will not require a location adoption or a revised freeway agreement; while simultaneously not requiring substantial new right of way or substantially increasing traffic capacity.

2. RECOMMENDATION

It is recommended to approve the “Build Alternative” and proceed to the design phase. The affected local agencies have been consulted with respect to the recommended plan, their views have been considered, and the local agencies are in general accord with the plan as presented.

3. BACKGROUND

Project History

SR 65 was originally constructed in the early 1970's as a two-lane conventional highway. At the time of construction, SR 65 was planned to freeway standards with interchanges intended at various locations, including Whitney Ranch Parkway. The interchange rights-of-way were

reserved at the time of construction and appear to be planned for a full cloverleaf interchange with loop on-ramps.

Currently, the westerly terminus of Whitney Ranch Parkway is at University Avenue, west of Wildcat Boulevard in the City of Rocklin. Wildcat Boulevard runs parallel to SR 65 approximately 0.5 mile east of SR 65. The City of Rocklin General Plan identifies additional development for the area to the west of the current terminus of Whitney Ranch Parkway between SR 65 and Wildcat Boulevard.

The Northwest Rocklin Annexation Environmental Impact Report (July 9, 2002) considered the extension of Whitney Ranch Parkway to SR 65 and the Whitney Ranch Parkway interchange; therefore, the information presented in the Northwest Rocklin Annexation Environmental Impact Report is incorporated by reference into the Initial Study/Mitigated Negative Declaration (IS/MND).

Community Interaction

There was a Public Hearing held for this project at the Rocklin City Council meeting on August 24, 2010. Although there was opportunity for public comment, no comments were made from the public at this meeting. There is no known opposition to this project.

Existing Facilities

SR 65 was constructed in the 1970's within the Proposed Project limits. The topography within the project limits is characteristic of the Central Valley; flat with level terrain. The facility is currently a four-lane expressway with 12-foot travel lanes, 10-foot outside shoulders, and 5-foot inside shoulders. The posted speed is 65 miles per hour (mph) for this segment of SR 65, corresponding to a design speed of 70 mph. The existing median is 79 feet wide.

The SR 65/Sunset Boulevard interchange is located 1.0 mile south of the proposed Whitney Ranch Parkway Interchange. West of SR 65, Sunset Boulevard tapers to a two-lane rural road and provides access to Foothills Boulevard North. After tapering to a four-lane arterial east of the interchange, Sunset Boulevard becomes a six-lane arterial before Stanford Ranch Road.

The SR 65/Twelve Bridges Drive interchange is located 1.3 miles north of the project limits. It provides access to Industrial Avenue to the west and to Joiner Parkway to the east. Twelve Bridges Drive is a two-lane rural road to the west of SR 65. To the east of SR 65, it briefly widens to six lanes before tapering to a four-lane arterial.

The Whitney Ranch Parkway, east of SR 65 to University Avenue, will be constructed as a separate project by adjacent development prior to the construction of the Proposed Project. The segment of Whitney Ranch Parkway between University Avenue and Wildcat Boulevard has been constructed.

4. NEED AND PURPOSE

A. Problem, Deficiencies, Justification

The purpose of the project includes the following:

- Serve planned development within the City of Rocklin and Placer County;
- Improve traffic operations and circulation within the City of Rocklin and Placer County; and,
- Accommodate forecasted travel demand anticipated through the year 2032.

The proposed Whitney Ranch Parkway interchange is anticipated to reduce the ramp volumes at Sunset Boulevard and Twelve Bridges Drive by approximately 8 and 11 percent, respectively. Overall, the Whitney Ranch Parkway interchange ramps would help to distribute trips and carry approximately 25 percent of the total ramp volume for the three interchanges.

B. Regional and System Planning

SR 65 is a regional north-south highway that extends from the City of Roseville to Yuba County. It is a five-lane freeway from Interstate 80 to Stanford Ranch Road and continues as a four-lane expressway to Industrial Avenue, where it tapers to a two-lane conventional highway through the City of Lincoln. SR 65 serves as a major commuter route for residents living in Yuba County, Lincoln, Rocklin, and the northern portion of Roseville who travel to job centers in Roseville and Sacramento. It also directly serves major retail centers within the City of Roseville and is a major north-south truck route. In District 3, SR 65 crosses the counties of Placer and Yuba and its cities of Roseville, Rocklin, Lincoln, and Wheatland.

SR 65 is functionally classified as a Principal Arterial and is part of the Interregional Road System throughout the project area. SR 65 is also listed on the California Freeway and Expressway System and is one of the routes in the Corridor System Management Plan.

The SR 65 Caltrans District 3 Corridor System Management Plan (May 2009) states that SR 65 will ultimately be a 12-lane facility (eight freeway lanes, two HOV lanes, and two auxiliary lanes) between the Blue Oaks Boulevard interchange and the Lincoln Bypass, currently being constructed north of the Twelve Bridges Drive interchange. The Caltrans Route Concept Report also states that the Whitney Ranch Parkway interchange may need to be built prior to 2015 to meet increased traffic demands from major development projects in the area.

The proposed Placer Parkway, a part of SACOG's Metropolitan Transportation Plan (MTP) 2035 and MTIP 2009/12 (PLA20720, PLA25299, and PLA20721) will connect SR 99 at Sankey Road to SR 65 at Whitney Ranch Parkway. The Federal Highway Administration (FHWA), Caltrans, and the South Placer Regional Transportation Authority (SPRTA) are completing a Tier 1 environmental review (FHWA-CA-FEIS-2009-46 and SCH No. 2003092069) to select and preserve a 500- to 1,000-ft wide corridor. Selection of a more precise alignment within the corridor for a four-lane (ultimately six-lane) freeway with up to five interchanges will be the subject of a later Tier 2 EIR.

On December 3, 2009, the SPRTA Board certified the Final Program EIR and adopted Findings, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program for CEQA compliance (SPRTA Board Resolution #09-06). The Board also selected the Placer Parkway Corridor – Alternative #5 with a No-Access Buffer (SPRTA Board Resolution #09-07). On May 7, 2010, FHWA completed the Record of Decision for NEPA.

The Placer Parkway's Corridor Preservation's Tier 1 environmental review process made several potential design and configuration assumptions including the SR 65/Whitney Ranch Parkway interchange. The initial connection to SR 65 would be a modified L-9 interchange. Key features of this interchange would be a six-lane overcrossing of SR 65, a high-speed freeway-to-freeway connection for southbound SR 65 to westbound Placer Parkway, and ultimately, if traffic volumes warrant, a high-speed direct connector from eastbound Placer Parkway to northbound SR 65.

The connection to Placer Parkway from the Whitney Ranch Parkway Interchange will need to be studied and approved as a separate, stand-alone project. This PSR-PR does not constitute approval of a Placer Parkway connection.

Placer County and the cities of Lincoln, Rocklin, and Roseville adopted a Memorandum of Agreement (MOA) effective May 27, 2009 to impose a Tier II Development Fee program to fund the four-lane Placer Parkway and I-80/SR 65 interchange improvements in Placer County. Sutter County will be responsible for funding the Parkway from SR 99 to the County line.

During the construction of the Whitney Ranch Parkway Interchange Project, impacts to the mainline will be minimized and there will be minimal impacts to existing and future transit services. There will also be advanced signage in place prior to and during construction to inform motorists of roadway work. This project is one component in a balanced system of planned transportation improvements within Placer County and is consistent with local and regional plans, policies, and projects.

C. Traffic

Current and Forecasted Traffic

A traffic study for this project was completed in 2009, reviewing existing and forecasted volumes (ADT and peak hour), existing and forecasted level of service, and available accident data. The report itself can be referenced for more information and is titled "Traffic Report for the State Route 65/Whitney Ranch Parkway Interchange Project Study Report-Project Report" (Fehr & Peers, September 2009).

Existing Traffic Volumes: Current traffic volumes are shown in Table 1 and Table 2. In November 2007, three-hour morning (6:00 to 9:00 AM) and evening (3:00 to 6:00 PM) midweek peak period traffic counts were collected on SR 65 and at the following study locations:

1. Whitney Ranch Parkway/Wildcat Boulevard
2. Twelve Bridges Drive/SR 65 Northbound Ramps
3. Twelve Bridges Drive/SR 65 Southbound Ramps
4. Sunset Boulevard/SR 65

Table 1 – Existing SR 65 Traffic Volumes

Location	Volume	
	AM	PM
Between Sunset Blvd and Twelve Bridges Dr		
• Northbound	1363	2528
• Southbound	2348	1722

Table 2 – Existing Intersection Peak Hour Traffic Volumes

Intersection	Movement	Volume	
		AM	PM
Whitney Ranch Pkwy/ Wildcat Blvd	NB Wildcat Blvd to EB Whitney Ranch Pkwy	65	32
	NB Wildcat Blvd through movement	730	391
	NB Wildcat Blvd to WB Whitney Ranch Pkwy	22	5
	SB Wildcat Blvd to EB Whitney Ranch Pkwy	11	7
	SB Wildcat Blvd through movement	708	357
	SB Wildcat Blvd to WB Whitney Ranch Pkwy	27	3
	EB Whitney Ranch Pkwy to SB Wildcat Blvd	4	19
	EB Whitney Ranch Pkwy through movement	0	1
	EB Whitney Ranch Pkwy to NB Wildcat Blvd	3	39
	WB Whitney Ranch Pkwy to SB Wildcat Blvd	80	96
	WB Whitney Ranch Pkwy through movement	0	0
	WB Whitney Ranch Pkwy to NB Wildcat Blvd	16	18
Twelve Bridges Dr/ SR 65	NB off-ramp to EB Twelve Bridges Dr	284	481
	NB off-ramp to WB Twelve Bridges Dr	24	41
	SB off-ramp to EB Twelve Bridges Dr	198	138
	SB off-ramp to WB Twelve Bridges Dr	49	47
	EB Twelve Bridges Dr to NB on-ramp	88	168
	EB Twelve Bridges Dr through at NB ramps	238	213
	WB Twelve Bridges Dr through at NB ramps	551	459
	WB Twelve Bridges Dr to NB on-ramp	185	168
	EB Twelve Bridges Dr to SB on-ramp	7	39
	EB Twelve Bridges Dr through at SB ramps	128	243
	WB Twelve Bridges Dr to SB on-ramp	405	383
	WB Twelve Bridges Dr through at SB ramps	170	117
Sunset Blvd/SR 65	NB SR 65 to EB Sunset Blvd	590	110
	NB SR 65 through movement	1185	2144
	NB SR 65 to WB Sunset Blvd	510	311
	SB SR 65 to WB Sunset Blvd	66	28
	SB SR 65 through movement	2060	1722
	SB SR 65 to EB Sunset Blvd	222	167
	WB Sunset Blvd to SB SR 65	164	375
	WB Sunset Blvd through movement	146	100
	WB Sunset Blvd to NB SR 65	150	295
	EB Sunset Blvd to NB SR 65	28	89
	EB Sunset Blvd through movement	84	151
	EB Sunset Blvd to SB SR 65	288	642

Existing Freeway Operations: The existing freeway operations analysis was conducted using the Highway Capacity Software (HCS+), which applies the HCM procedures. Existing peak hour Levels of Service (LOS) are presented in Table 3. As shown, both the northbound and southbound mainline sections operate at LOS C or better. It is important to note that the actual operations are controlled by the signalized intersection at Sunset Boulevard. During the AM peak period, extensive queues make the density higher, speeds slower, and LOS worse than the results presented in the table.

Table 3 – Existing SR 65 Levels of Service

Freeway Facility	Type	AM Peak Hour LOS	PM Peak Hour LOS
Between Sunset Blvd and Twelve Bridges Dr			
• Northbound	Mainline	B	C
• Southbound	Mainline	C	B
NB SR 65 off-ramp to Twelve Bridges Dr	Diverge	B	C
SB SR 65 on-ramp from Twelve Bridges Dr	Merge	C	B

Design Year (2032) Traffic Volumes: Projected SR 65 traffic volumes for design year 2032 are presented in Table 4, while peak hour intersection volumes for design year 2032 with proposed project conditions are shown in Table 5.

Table 4 – SR 65 Peak Hour Traffic Volumes (2032)

Location	Volume	
	AM	PM
SR 65 north of Sunset Blvd		
• Northbound	5450	7130
• Southbound	7150	5790
SR 65 south of Twelve Bridges Dr		
• Northbound	5190	8020
• Southbound	7860	5760

Table 5 – Intersection Peak Hour Traffic Volumes (2032)

Intersection	Movement	Volume	
		AM	PM
Whitney Ranch Pkwy/ Wildcat Blvd	NB Wildcat Blvd to EB Whitney Ranch Pkwy	70	130
	NB Wildcat Blvd through movement	1350	1880
	NB Wildcat Blvd to WB Whitney Ranch Pkwy	240	360
	SB Wildcat Blvd to EB Whitney Ranch Pkwy	190	180
	SB Wildcat Blvd through movement	2270	1170
	SB Wildcat Blvd to WB Whitney Ranch Pkwy	160	650
	EB Whitney Ranch Pkwy to SB Wildcat Blvd	310	350
	EB Whitney Ranch Pkwy through movement	120	500
	EB Whitney Ranch Pkwy to NB Wildcat Blvd	370	270
	WB Whitney Ranch Pkwy to SB Wildcat Blvd	190	140
	WB Whitney Ranch Pkwy through movement	400	280
	WB Whitney Ranch Pkwy to NB Wildcat Blvd	260	170
Twelve Bridges Dr/ SR 65	NB off-ramp to EB Twelve Bridges Dr	390	1450
	NB off-ramp to WB Twelve Bridges Dr	740	310
	SB off-ramp to WB Twelve Bridges Dr	760	230
	SB off-ramp to EB Twelve Bridges Dr	280	510
	EB Twelve Bridges Dr to NB loop on-ramp	310	1090
	EB Twelve Bridges Dr through at NB ramps	480	1670
	WB Twelve Bridges Dr through at NB ramps	2180	810
	WB Twelve Bridges Dr to NB on-ramp	650	260
	EB Twelve Bridges Dr to SB on-ramp	410	900
	EB Twelve Bridges Dr through at SB ramps	510	2250
	WB Twelve Bridges Dr to SB loop on-ramp	1220	430
	WB Twelve Bridges Dr through at SB ramps	1770	690
Sunset Blvd/SR 65	NB off-ramp to EB Sunset Blvd	660	190
	NB off-ramp to WB Sunset Blvd	1250	970
	EB Sunset Blvd to NB loop on-ramp	400	990
	EB Sunset Blvd through at NB ramps	990	2550
	WB Sunset Blvd to NB on-ramp	330	320
	WB Sunset Blvd through at NB ramps	2160	1650
	SB off-ramp to EB Sunset Blvd	270	230
	SB off-ramp to WB Sunset Blvd	950	440
	EB Sunset Blvd to SB on-ramp	900	1400
	EB Sunset Blvd through at SB ramps	1120	3310
	WB Sunset Blvd to SB loop on-ramp	180	550
	WB Sunset Blvd. through at SB ramps	3230	2070

Intersection	Movement	Volume	
		AM	PM
Whitney Ranch Pkwy/ University Ave	NB University Ave to EB Whitney Ranch Pkwy	10	30
	NB University Ave through movement	60	310
	NB University Ave to WB Whitney Ranch Pkwy	110	560
	SB University Ave to EB Whitney Ranch Pkwy	60	80
	SB University Ave through movement	70	180
	SB University Ave to WB Whitney Ranch Pkwy	240	540
	WB Whitney Ranch Pkwy to NB University Ave	80	50
	WB Whitney Ranch Pkwy through movement	550	1230
	WB Whitney Ranch Pkwy to SB University Ave	170	10
	EB Whitney Ranch Pkwy to NB University Ave	400	230
	EB Whitney Ranch Pkwy through movement	730	1010
	EB Whitney Ranch Pkwy to SB University Ave	740	170
Whitney Ranch Pkwy/ SR 65	NB off-ramp to EB Whitney Ranch Pkwy	720	380
	EB Whitney Ranch Pkwy through at NB ramps	1150	1030
	WB Whitney Ranch Pkwy to NB on-ramp	460	1270
	WB Whitney Ranch Pkwy through at NB ramps	440	1060
	WB Whitney Ranch Pkwy to SB loop on-ramp	440	1060
	SB off-ramp to EB Whitney Ranch Pkwy	1150	1030

Design Year (2032) Freeway Operations: The design year freeway operations analysis was conducted using the Highway Capacity Software (HCS+), which applies the HCM procedures. Traffic operations for the freeway mainline segments and ramp junctions for design year (2032) No Project and Proposed Project conditions are shown in Table 6. The original plan for a phased 10 year/20 year construction approach was abandoned. The proposed project accommodates traffic projection volumes for the full 20 year design period. The interchange would be improved to handle higher volumes if Whitney Ranch Parkway is connected to Industrial Avenue from the west.

For the No Project condition, SR 65 is anticipated to be over capacity with severe congestion. For the Proposed Project condition, even though each of the proposed ramps to Whitney Ranch Parkway are forecasted to fail, the actual peak hour volumes for the interchange will be less than the projected volumes for SR 65. The limited capacity for SR 65 between I-80 and the City of Lincoln will effectively meter traffic, improving operations for the on- and off-ramps at the Whitney Ranch Parkway interchange under this condition.

Table 6 – Design Year (2032) Freeway Operations

Mainline/Weaving Section	Peak Hour	No Project LOS	Proposed Project LOS
SR 65 NB between Sunset Blvd and Whitney Ranch Pkwy	AM	F	F
	PM	F	F
SR 65 NB between Whitney Ranch Pkwy and Twelve Bridges Dr	AM	F	F
	PM	F	F
SR 65 SB between Twelve Bridges Dr and Whitney Ranch Pkwy	AM	F	F
	PM	F	F
SR 65 SB between Whitney Ranch Parkway and Sunset Blvd	AM	F	F
	PM	F	F
Ramp Junction	Peak Hour	No Project LOS	Proposed Project LOS
Sunset Blvd NB slip on-ramp	AM	F	-- *
	PM	F	-- *
Whitney Ranch Pkwy NB off-ramp	AM	N/A	-- *
	PM	N/A	-- *
Whitney Ranch Pkwy NB off-ramp	AM	N/A	F
	PM	N/A	F
Twelve Bridges Dr NB off-ramp	AM	F	F
	PM	F	F
Twelve Bridges Dr SB slip on-ramp	AM	F	F
	PM	F	F
Whitney Ranch Pkwy SB on-ramp	AM	N/A	-- *
	PM	N/A	-- *
Whitney Ranch Pkwy SB off-ramp	AM	N/A	F
	PM	N/A	F
Sunset Blvd SB off-ramp	AM	F	-- *
	PM	F	-- *

Notes:

* Ramp Junction LOS not reported for weaving sections

N/A: Not applicable

D. Collision Analysis

Accident data was provided by Caltrans from the Traffic Accident Surveillance and Analysis System – Transportation Systems Network. Table 7 summarizes the traffic accident history on SR 65 between Sunset Boulevard and Twelve Bridges Drive for a five-year period between January 1, 2004 and December 31, 2008.

A total of 73 accidents were reported on the mainline in the vicinity of the proposed Whitney Ranch Parkway interchange with approximately 75 percent (56 accidents) occurring on southbound SR 65 and approximately 25 percent (17 accidents) occurring on northbound SR 65. The actual accident rate of 0.36 Accidents per Million Vehicle Miles (ACCS/MVM) is less than the statewide average accident rate of 0.86 ACCS/MVM for similar facilities with a similar type of highway on comparable terrain.

Of the 73 reported accidents, 78 percent were rear-end accidents. There was a higher occurrence of rear-end accidents in the southbound direction (82 percent) than in the northbound direction (65 percent). The high percentage of rear-end crashes in the southbound direction is likely related to the at-grade signalized intersection at Sunset Boulevard, where a grade-separated interchange is currently under construction. Sideswipe and overturn accidents were the second most common (8 percent each). Two hit-object collisions were also reported.

**Table 7 – Traffic Accident Surveillance and Analysis System
January 1, 2004 to December 31, 2008**

Location	Number of Accidents				Accident Rates (ACCS/MVM)					
	Total	Fatal	Injury	F+I	Actual			Average		
					Fatal	F+I	Total	Fatal	F+I	Total
North of Sunset Blvd. to Twelve Bridges Dr.										
PM 9.77 to 11.92	73	0	24	24	0.000	0.12	0.36	0.020	0.34	0.86

5. ALTERNATIVES

A. Preferred Alternative

The Proposed Project would be located in Placer County on SR 65 at Whitney Ranch Parkway (PM 10.6). The Proposed Project includes the following elements:

- Construction of a three-lane overcrossing spanning SR 65 (the overcrossing will have one eastbound lane and one westbound lane with the potential to stripe in a third lane, if needed). The structure will be long enough to accommodate the ultimate 12-lane SR 65 facility, but will require retaining walls at the abutment slopes;
- Construction of continuous auxiliary lanes on SR 65 between the Sunset Boulevard interchange (construction completed 2010) and the Whitney Ranch Parkway interchange in the northbound and southbound directions;
- Construction of one-lane northbound and southbound diagonal off-ramps from SR 65 to Whitney Ranch Parkway; and
- Construction of a two-lane southbound loop on-ramp and a two-lane northbound diagonal on-ramp from Whitney Ranch Parkway to SR 65. The southbound loop on-ramp will include full ramp metering while the northbound diagonal on-ramp will include provisions for future ramp metering. Each of these on-ramps would include provisions for ramp metering, with one mixed-flow lane and one HOV preferential lane.

The Whitney Ranch Parkway/Southbound SR 65 ramps intersection would be uncontrolled since there will be no conflicting movements on the west side of SR 65, with the southbound left-turn movement as a “free” movement that would enter into a separate lane. A through movement on Whitney Ranch Parkway west of the Southbound SR 65 ramps intersection is not supported since the southbound off-ramp movement is not stop controlled and allowed to continue. There is also a profile grade difference for the through movement on Whitney Ranch Parkway. The effectiveness of the through movement would be reduced if changes are made to the geometric

layout and profile/grade differential. Advanced signage is proposed and signage can also be added to direct traffic to the Sunset industrial area or applicable land uses/arterials as appropriate.

The northbound SR 65 off-ramp intersection will be stop controlled to allow a left turn and through movement. The northbound off-ramp right turn will be a “free” movement that will enter into a separate lane onto Whitney Ranch Parkway eastbound.

The proposed Whitney Ranch Parkway interchange design would be constructed as a Type L-7 partial cloverleaf interchange for the southbound ramps and a Type L-2 spread diamond interchange for the northbound ramps. The footprint for the southbound ramps will provide sufficient area to be converted to a Type L-9 partial cloverleaf interchange.

Nonstandard Mandatory and Advisory Design Features

During project development, one mandatory and two advisory design exceptions were identified:

Mandatory Design Exception

- The 300' radius curve on the northbound off-ramp and the 215' radius curve on the southbound off-ramp have maximum superelevation rates of 6 percent.

Advisory Design Exceptions

- The embankment slopes are proposed to be 3:1 adjacent to the following ramps:
 - Northbound off-ramp auxiliary lane “SR 65” 515+34.42 and 525+93.93 RT
 - Northbound off-ramp between “WH4” 25+93.92 and 42+34.24 RT
 - Northbound on-ramp between “WH1” 38+76.25 and 55+18.41 RT
 - Northbound on-ramp auxiliary lane between “SR 65” 555+19.64 and 564+69.61 RT
 - Southbound off-ramp between “WH2” 39+68.37 and 57+57.79 LT
- The northbound off-ramp and southbound loop on-ramp do not conform to the superelevation transition standard for runoff length of the Highway Design Manual (HDM).

For the Northbound off-ramp:

Curve Radius = 850' EC, $e_{\max} = 0.10$; Required Runoff = 240', Actual Runoff = 166.67'

Curve Radius = 300' BC, $e_{\max} = 0.06$; Required Runoff = 150', Actual Runoff = 100'

Curve Radius = 300' EC, $e_{\max} = 0.06$; Required Runoff = 150', Actual Runoff = 100'

For the Southbound loop on-ramp:

Curve Radius = 160' EC, $e_{\max} = 0.12$; Required Runoff = 300', Actual Runoff = 200'

Interim Features

The Whitney Ranch Parkway interchange is being designed to minimize throw-away work when the Placer Parkway connection is constructed.

High Occupancy Vehicles (HOV) (Bus and Carpool) Lanes

The proposed southbound loop on-ramp and northbound diagonal on-ramp will each be two-lane ramps. Both will include one mixed-flow lane and one HOV preferential lane.

Ramp Metering

The southbound loop on-ramp will include full ramp metering. The northbound diagonal on-ramp will include provisions for future ramp metering, which will include the foundation, conduits, and pull box. No hardware or electrical equipment will be added with this project for the northbound on-ramp, although the pavement for the HOV bypass and enforcement area will be constructed. All improvements will conform to the current Ramp Meter Design Manual and the District 3 Ramp Meter Policy. Future studies will confirm appropriate metering rates.

California Highway Patrol (CHP) Enforcement Areas

CHP Enforcement Areas will be constructed on the southbound loop on-ramp and the northbound diagonal on-ramp.

Park and Ride Facilities

A park-and-ride facility is not proposed as part of this project.

Utility and Other Owner Involvement

There is no utility involvement in this project.

Railroad Involvement

There is no railroad involvement in this project.

Highway Planting

There are no plans to include landscaping as part of the Proposed Project.

Erosion Control

Standard erosion control treatment will be applied to any area of soil disturbance that will remain exposed to the elements and will not be receiving paving. Procedures for applying erosion control treatments will be done in accordance with the approved Storm Water Data Report and the project specific Storm Water Pollution Prevention Plan.

Noise Barriers

There will be no noise barriers required on this project.

Non-motorized and Pedestrian Features, etc.

Because the proposed interchange would not connect to the west side of SR 65, the interchange design as presented herein does not include pedestrian and bicycle facilities. The Whitney Ranch Parkway overcrossing does not exclude the accommodation of future pedestrian and bicycle facilities. These future pedestrian and bicycle facilities will need to be considered for the

Whitney Ranch Parkway interchange when construction occurs for the Placer Parkway connection to the west.

Existing bicycle facilities in the project area include a Class II on-street bike lane on the recently constructed portion of Whitney Ranch Parkway west of Wildcat Boulevard and a Class I bike path adjacent to the north side of Whitney Ranch Parkway east of Wildcat Boulevard.

Existing pedestrian facilities in the project area include the use of crosswalks with colored pavement and signalized pedestrian crossings at the Whitney Ranch Parkway/Wildcat Boulevard intersection.

Needed Roadway Rehabilitation and Upgrading

The existing pavement is acceptable and no rehabilitation or upgrades are proposed at this time.

Needed Structure Rehabilitation and Upgrading

There is no structure rehabilitation or upgrades proposed at this time.

Cost Estimates

The estimated cost of the Whitney Ranch Parkway interchange, not including project development costs, is as follows for the funding year 2012/2013. The roadway and structure costs are escalated at 3.5 percent per year, while the right of way acquisition cost is escalated at a rate of 2 percent.

Roadway Costs	\$ 14,635,000
<u>Structure Costs</u>	<u>\$ 2,994,000</u>
Subtotal	\$ 17,629,000
Right of Way Costs	\$ 573,000
Total Estimated Project Costs	\$ 18,202,000

Right of Way Data

The proposed R/W for the Whitney Ranch Parkway interchange crosses two zonings: Business Park/Industrial and Commercial. The interchange requires the partial acquisition of five parcels. Approximately 2.8 acres will be acquired for the Whitney Ranch Parkway interchange (see Attachment F). There is a recorded conservation easement on one of the parcels (017-081-003) adjacent to the proposed southbound off-ramp. Impacts to this easement can be minimized by utilizing the proposed 3:1 embankment slope.

Effect of Projects Funded by Others on State Highway

None

Transportation System Management and Transportation Demand Management Alternatives

Although Transportation Management measures alone could not satisfy the purpose and need of the Proposed Project, the following Transportation System Management measures have been

incorporated into the Proposed Project: the southbound and northbound on-ramps would include provisions for future ramp metering and the Whitney Ranch Parkway overcrossing would include provisions for future pedestrian and bicycle facilities.

No Build Alternative (No Project)

The No Build Alternative (No Project) would maintain the existing configuration and conditions for this segment of SR 65. The current roadway would remain classified as a four-lane divided freeway and all lanes, shoulders, and medians would remain at their current widths. If no improvements are made, conditions are expected to deteriorate and access would not be provided to accommodate planned development at this location. Under the No Project condition, the identified transportation needs for the area would not be addressed.

B. Alternatives Considered but Withdrawn

There were no alternatives that were considered but withdrawn.

6. CONSIDERATIONS REQUIRING DISCUSSION

A. Hazardous Waste

An Initial Site Assessment was conducted for the Proposed Project (Blackburn Consulting, 2009). The assessment was conducted to determine the potential for contaminated properties within the project boundaries that may affect selection of project alternatives, R/W property acquisition, and construction of the proposed improvements. Information for the assessment was obtained from regulatory database records, historical references, physical setting references, and on-site field reviews. Additional studies will be completed during the Plans, Specifications and Estimate (PS&E) phase to determine the exact nature of the hazardous waste material and the appropriate methods of addressing the handling of hazardous waste material during construction of the Proposed Project. A detailed delineation of this summary information is provided in the IS/MND.

Lead may have affected the soil surrounding the roadway due to lead and petroleum based products from automobiles. An aerially deposited lead and asbestos survey will be conducted during the PS&E phase.

B. Value Analysis

Federal law requires that all projects on the Federal-aid system (National Highway System and Interstate) with a total cost (including Construction, Right of Way, and Support) of \$25 million or more must have a Value Analysis (VA) study conducted prior to construction. The total cost of this project is \$21,552,000; therefore, no VA study is required.

C. Resource Conservation

This project proposes the construction of an interchange and adding auxiliary lanes within the project limits utilizing and preserving existing materials and making the most efficient use of existing facilities.

Horizontal and vertical alignments will be designed to maximize the use of existing pavement and embankment material. Auxiliary lanes will be added to the existing edge of the traveled way. Special provisions will include recycling of existing AC pavement for use in construction of future improvements.

The project proposes the construction of on-ramps that will accommodate ramp metering, including use of HOV preferential lanes where feasible. Encouraging HOV use reduces total trips and promotes more efficient future energy consumption to help conserve non-renewable resources.

D. Right of Way Issues

The cost of R/W acquisition to accommodate the southbound off-ramp, northbound off-ramp, and northbound on-ramp is estimated to be \$386,478. The total R/W cost, including fees and contingencies is \$573,000. An additional \$150,000 is estimated to account for support costs. The Right of Way Data Sheet for the construction of the Whitney Ranch Parkway interchange is provided in Attachment F.

Right of Way Required

A total area of 2.8 acres is required.

E. Environmental Issues

The IS/MND (see Attachment I) was prepared in accordance with Caltrans' environmental procedures, as well as State and Federal environmental regulations. The attached IS/MND is the appropriate document for this project. It was circulated for public review from July 23, 2010 to August 21, 2010, and certified by the Rocklin City Council on August 24, 2010.

F. Air Quality Conformity

The Proposed Project is fully funded and is in the SACOG 2009/12 MTIP. The 2009/12 MTIP relies on a previous emissions analysis that was prepared for the MTP for 2035 and was federally approved May 16, 2008. It was approved by the SACOG Board of Directors on March 20, 2008. The Proposed Project is included in the 2009/12 MTIP as ID# PLA25374. The design concept and scope of the Proposed Project are consistent with the project description in the SACOG 2009/12 MTIP and the assumptions in the SACOG's regional emissions analysis. See the IS/MND for a full discussion of the conformity analysis and determination.

G. Title VI Considerations

Where interchanges and local roads are being reconstructed, pedestrian access and Americans with Disabilities Act (ADA) compliance is provided where warranted by current land use. The current land use for the Proposed Project does not warrant pedestrian access. Bicycle traffic would be able to use the paved five-foot shoulders provided with the proposed overcrossing, but there is no continued connection to the west.

7. OTHER CONSIDERATIONS

A. Public Hearing Process

A Public Hearing was held at the Rocklin City Council meeting on August 24, 2010. Although there was an opportunity for public comment, no comments were made from the public at this meeting. Three comment letters were received from governmental agencies which did not raise substantial issues or require modifications to the environmental document, or modifications to the project design. There is no known opposition to this project.

B. Route Matters

Freeway Agreements

The original Freeway Agreement for SR 65 within the project limits was executed for this segment. The Proposed Project would not require revision of this Freeway Agreement with the City of Rocklin.

C. Permits

The following agreements, permits, and concurrences are required to be obtained prior to project construction:

- **Caltrans** – Caltrans must approve the PS&E in order to issue an encroachment permit for work within the State R/W.
- **City of Rocklin** – CEQA Lead; will issue applicable grading and encroachment permits.
- **National Marine Fisheries Services (NMFS)** – The City of Rocklin is required to determine if the Proposed Project has the potential to impact federally-listed fish species. It has been determined that the project will not impact federally listed fish species with the implementation of Best Management Practices (BMPs) and a request has been submitted to NMFS for concurrence. A response has not yet been received.
- **United States Fish and Wildlife Service (USFWS)** – The City of Rocklin is required to determine if the Proposed Project has the potential to impact federally-listed animal species. In consultation with USFWS, presence/absence surveys have been completed for federally-listed vernal pool branchiopods. None were found. Concurrence has been requested from USFWS in the form of a technical assistance letter that the Proposed Project will not impact federally-listed vernal pool branchiopods. A response has not yet been received.
- **California Department of Fish and Game** – A streambed alteration agreement, in compliance with Section 1602 of the California Fish and Game Code, is required when projects would substantially divert, obstruct, or change the natural flow of a river, stream, or lake; substantially change the bed channel, or bank of a river, stream, or lake; or use material from a streambed.
- **California State Water Resources Control Board (SWRCB)** – The United States Environmental Protection Agency has delegated to the State Water Resources Control

Board (State Board) the authority to administrate and enforce Section 402 of the Federal Clean Water Act. Pursuant to Section 402, the National Pollutant Discharge Elimination System (NPDES), the State Board formulated a permit – the General Construction Activities Stormwater Permit NPDES No. CAS000003 – authorizing discharges to surface waters of stormwater runoff from construction sites, with the condition that the permittee (City of Rocklin) will employ the Best Available Technology Economically Achievable and Best Pollutant Control Technology in achieving compliance with the limits set in the Permit. The City of Rocklin will obtain coverage under this General Construction Permit by filing a Notice of Intent (NOI) with the State Board to comply with its terms.

The construction contract for this project is expected to be administered by the City of Rocklin. When the City of Rocklin administers a construction contract, it obtains coverage for its construction sites under its own Permit by submitting a Notification of Construction (NOC) to the Regional Water Quality Control Board (Regional Board), in District 3 most typically the "Central Valley" Regional Water Quality Control Board, thirty days in advance of groundbreaking construction activities.

- **Central Valley Regional Water Quality Control Board (CVRWQCB)** – The CVRWQCB is charged with the enforcement of the Porter-Cologne Water Quality Control Act (Porter-Cologne) within Region 5, including enforcement of both the 402 NPDES Permits issued by the SWRCB, i.e., the General Construction Activities Stormwater Permit. For this project, the City's compliance with the permits issued pursuant to Section 402 of the Federal Clean Water Act includes submission of a Notice of Construction to the CVRWQCB. The City of Rocklin will obtain NPDES coverage through its submittal to the SWRCB to comply with the General Construction Activities Stormwater Permit.

In the event that the project involves dredging or filling of waters under the jurisdiction of the Army Corps of Engineers requiring obtaining a Permit issued pursuant to Section 404 of the Federal Clean Water Act, there will also be the need, as a condition of the 404 Permit, to obtain from the CVRWQCB a statement issued pursuant to Section 401 of the Federal Clean Water Act certifying that the project does not violate state water quality laws, commonly referred to as '401 Certification.'

- **United States Army Corps of Engineers (Corps)** – As part of compliance with the Clean Water Act, Section 404, the Corps will authorize the project with either a standard individual permit or a general permit under the nationwide permit process for effects on waters of the United States.

D. Cooperative Agreements

A cooperative agreement would be needed between Caltrans and the City of Rocklin for construction of the Proposed Project. A cooperative agreement will be finalized prior to the PS&E phase.

E. Other Agreements

Caltrans District 3 and the City of Rocklin will complete a maintenance agreement as a part of this project.

F. Involvement with a Navigable Waterway

There is no involvement with a navigable waterway in this project.

G. Transportation Management Plan for Use During Construction

Significant traffic delays and prolonged temporary ramp closures are not anticipated for this project. The Whitney Ranch Parkway overcrossing can be constructed with minimal disruption to traffic for the following reasons: K-rail can be placed along the existing inside edges of the freeway travel lanes and bridge footings and columns can be placed within the existing freeway median. Night-time freeway closures will be required for falsework erection and removal. A median crossover or detour will be available.

Traffic Operations System (TOS) elements will be utilized to provide motorists with current road conditions and recommended routes. These elements will include portable changeable message signs and ground mounted signs.

H. Stage Construction

Construction staging will be limited to the outside lanes and the overcrossing structure. Construction activities would include, but not be limited to, excavation for lane and overcrossing construction, and drainage work.

I. Accommodation of Oversize Loads

The proposed Whitney Ranch Parkway interchange will be constructed in accordance with the design standards outlined in the HDM. Furthermore, all ramps will accommodate standard Surface Transportation Assistance Act (STAA) trucks, as SR 65 is designated as a Terminal Access STAA truck route. This will improve traffic operations and increase capacity, reducing disruption to traffic caused by oversized loads.

J. Graffiti Control

The use of anti-graffiti coatings and appropriate design features would be investigated during the PS&E phase of the Proposed Project.

K. NPDES/Stormwater

The project is being designed in accordance with Department policies and manuals for compliance with the NPDES Stormwater law. The Storm Water Data Report (SWDR) has been prepared in accordance with Caltrans procedures. The signed cover page to the SWDR is included as Attachment H.

Earthwork will include cut and fill slopes and footing excavation associated with structure construction as shown on the project plans. Most slopes will be constructed at 4:1 (h:v);

however, slopes as steep as 3:1 may be necessary in limited areas. This project will not bisect any surface water bodies. Project implementation is not expected to impact the quality of receiving waters since a Storm Water Pollution Prevention Plan will be executed during construction.

The total disturbed soil area (DSA) for this project is approximately 19 acres, which is calculated by accounting for new paved area and areas of all cut and fill slopes, along with offsets for construction activities. The DSA can be predominately accounted for by the new interchange footprint (L-2 and L-9), drainage basins, and the addition of auxiliary lanes.

The existing site comprises a permeable unpaved surface with no interchange or ramps. The proposed interchange pavement will increase impervious area to approximately 8.4 acres.

The Proposed Project will be designed and constructed to minimize stormwater runoff impacts by limiting the disturbance of existing vegetation and utilizing all appropriate design pollution prevention, treatment, and construction site BMPs.

8. PROGRAMMING

A. Programming

Table 8 indicates the proposed Capital and Support Costs for the Proposed Project.

Table 8 – Capital and Support Costs

FISCAL YEAR COSTS (in \$1,000)				
Project Phase	2011/12	2012/13	2013/14	TOTAL
Design	1,700			1,700
R/W Capital			573	573
Construction Capital			17,629	17,629
R/W Support		150		150
Construction Support			1,500	1,500
TOTAL	1,700	150	19,702	21,552

Construction Costs are escalated at 3.5% per year

R/W Capital Costs are escalated at 2.0% for Acquisition

Source: HDR, 2010

B. Funding

The funding for the Proposed Project is as shown in Table 9 below.

Table 9 – Sources of Special Funding

COSTS (in \$1,000)						
FUNDING SOURCE	DESIGN	R/W SUP	CON SUP	R/W CAP	CON CAP	TOTAL COST
City of Rocklin	1,700	150	1,500	573	17,629	21,552
TOTAL	1,700	150	1,500	573	17,629	21,552

A tentative schedule is shown below. The schedule assumes that the City of Rocklin will advertise, award, and administer the project construction.

<u>Milestone</u>	<u>Completion Date</u>
Approve Draft Project Study Report-Project Report	6/2010
Approve Draft Environmental Document (DED)	7/2010
Final Environmental Document	8/2010
PA&ED Phase Complete	9/2010
Begin PS&E	9/2011
PS&E Complete	1/2013
Right of Way Certification	2/2013
Ready to Advertise	3/2013
Begin Construction	7/2013
End Construction	12/2014

9. REVIEWS

Geometric reviews were conducted by Heidi Sykes (HQ Design Reviewer), with comments received on October 1, 2009. The geometrics were conceptually approved on October 2, 2009.

10. PROJECT PERSONNEL

Questions regarding this Project Report may be directed to:

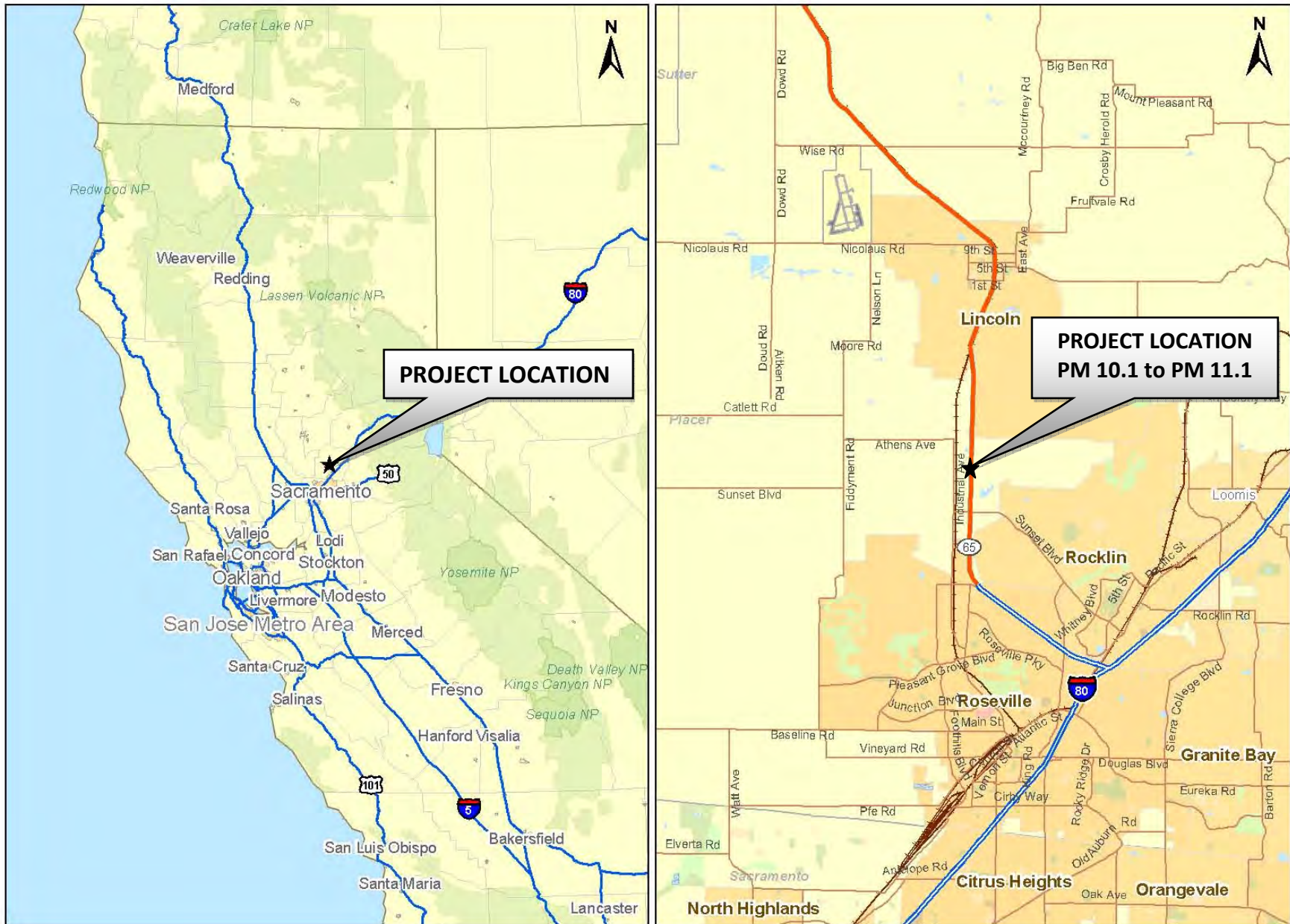
<u>Name</u>	<u>Function</u>	<u>Telephone</u>
Rebecca Mowry	CT Project Manager	916-799-5794
Lupe Jimenez	CT Environmental Management	916-799-8228
Christine Zdunkiewicz	CT Traffic Engineering	916-859-7949
Jean Marie Hunter	Right of Way Branch Reviewer	530-741-4425
Larry Wing	City of Rocklin	916-625-5140
Dave Palmer	City of Rocklin	916-625-5118
Dave Mohlenbrok	City of Rocklin	916-625-5162
Richard Moorehead	Placer County	530-745-7533
Stan Tidman	Placer County Transportation Planning Agency	530-823-4033
Tim Fleming	HDR Engineering, Inc.	916-817-4810
John Klemunes	HDR Engineering, Inc.	916-471-5846

11. LIST OF ATTACHMENTS

- A. Vicinity Map
- B. Typical Sections
- C. Plan, Profile and Superelevation Sheets
- D. Advanced Planning Study
- E. Cost Estimate
- F. Right of Way Data Sheet
- G. Transportation Management Plan Data Sheet
- H. Storm Water Data Report Signature Sheet
- I. Initial Study/Mitigated Negative Declaration
- J. Fact Sheet Exceptions to Advisory Design Standards Signature Sheet
- K. Fact Sheet Exceptions to Mandatory Design Standards Signature Sheet

Attachment A

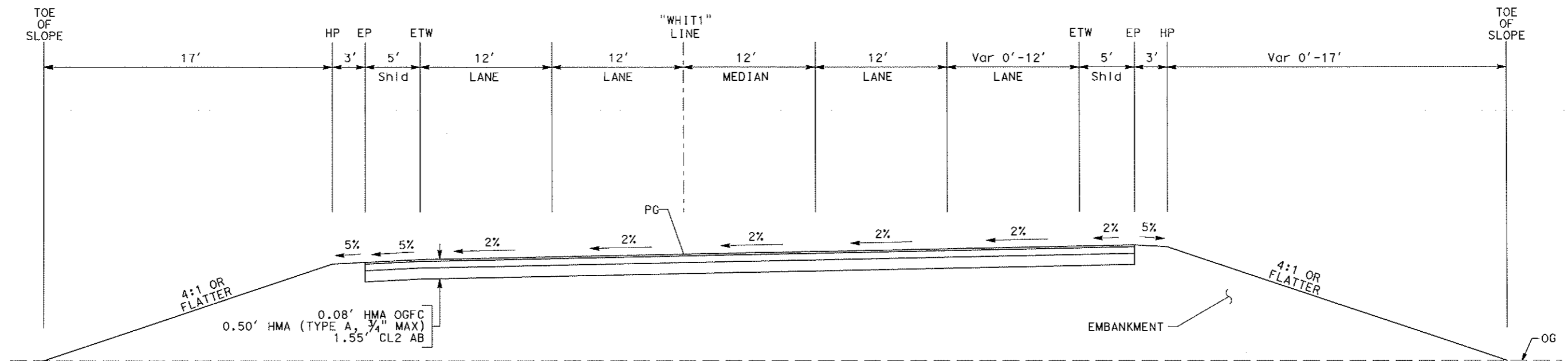
Vicinity Map



Attachment A
Vicinity Map

Attachment B

Typical Sections



WHITNEY RANCH PKWY

"WHIT1" 145+26.70 TO 150+59.43

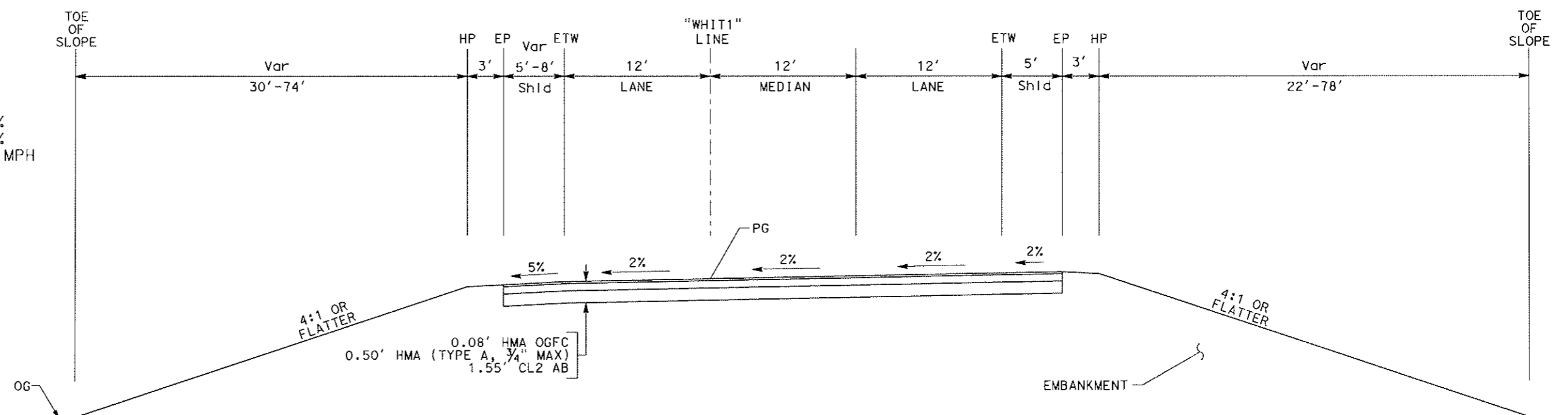
DESIGN DESIGNATION:

(ROUTE 65)
2012 ADT = 58,800
2032 ADT = 134,150
TI = 14.5
R = 19

D = 58%
T = 10%
V = 70 MPH

(RAMPS)
TI = 10
R = 19

(WHITNEY RANCH PARKWAY)
TI = 10
R = 19



WHITNEY RANCH PKWY

"WHIT1" 134+39.72 TO 137+76.57
"WHIT1" 140+76.57 TO 145+26.70

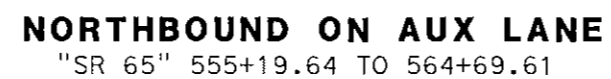
SCALE: NTS

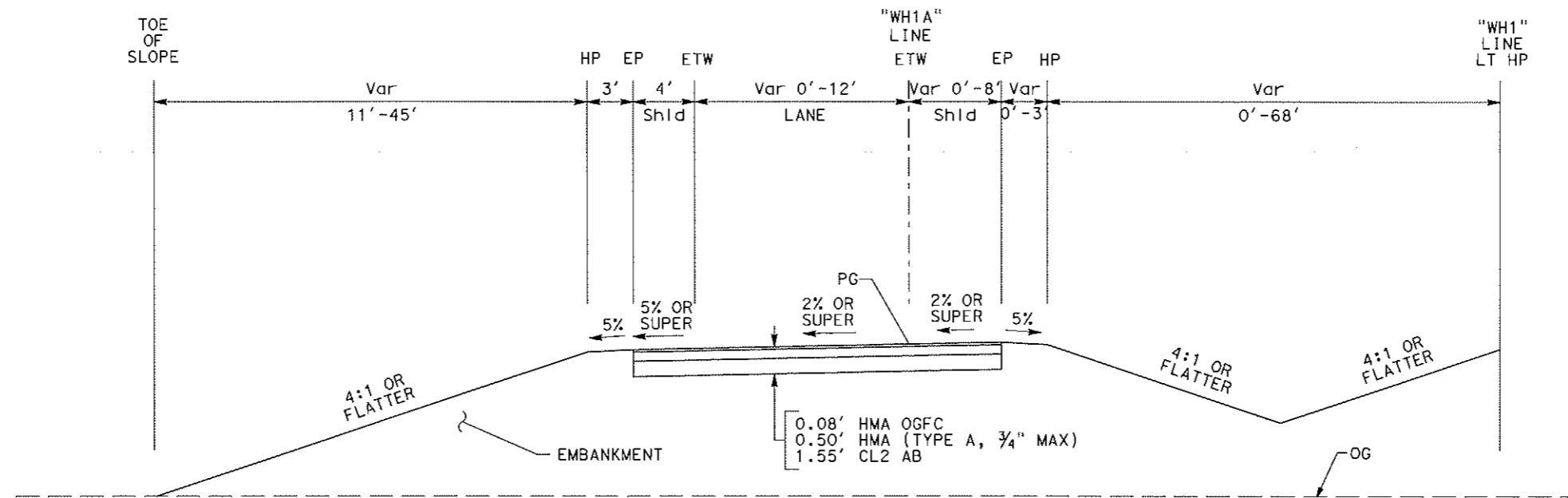


2365 Iron Point Road, Suite 300
Folsom, CA 95630
(916) 817-4700

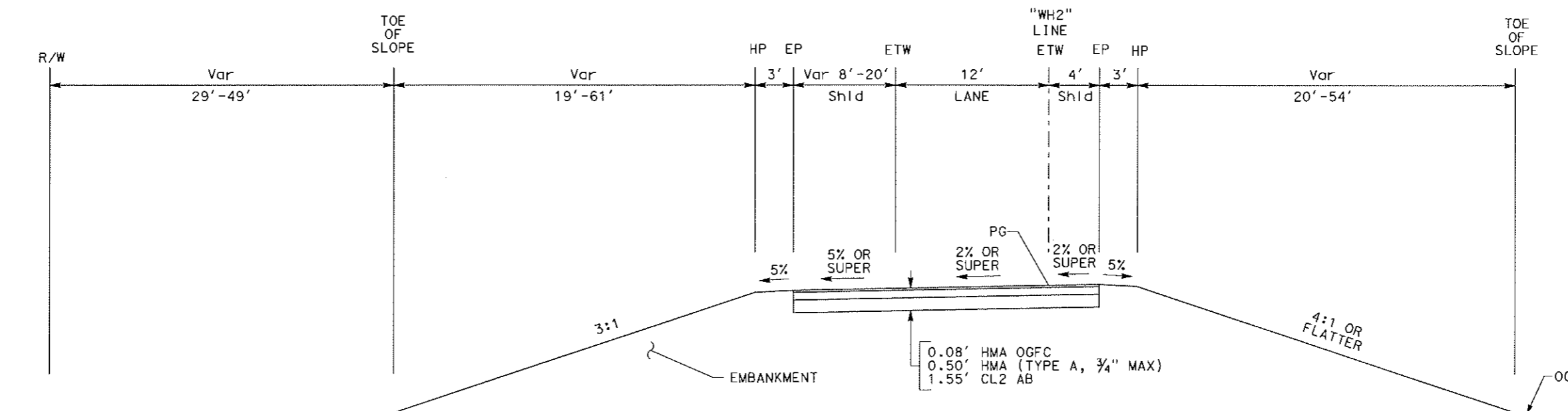
WHITNEY RANCH PARKWAY INTERCHANGE

CITY OF ROCKLIN
MAY 2010





NORTHBOUND ON-RAMP
"WH1A" 39+89.27 TO 43+58.40



SOUTHBOUND OFF-RAMP
"WH2" 39+68.37 TO 57+57.79

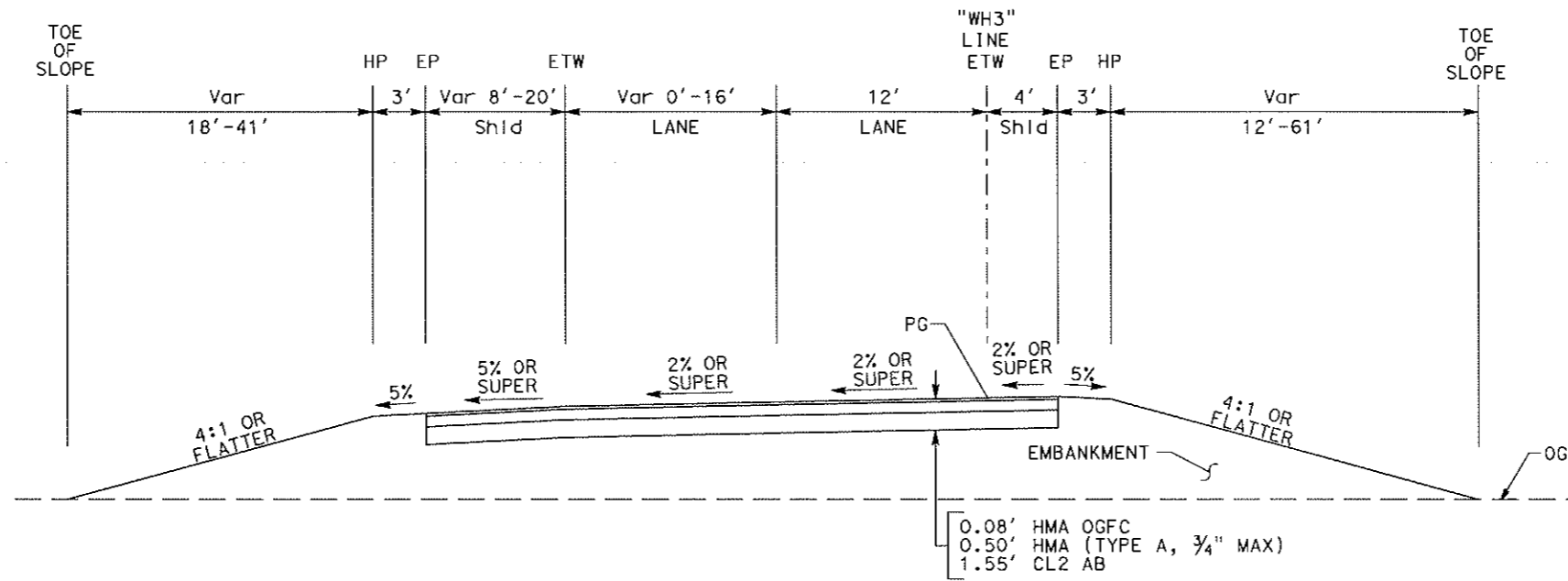
**WHITNEY RANCH PARKWAY
INTERCHANGE**

CITY OF ROCKLIN
MAY 2010

SCALE: NTS

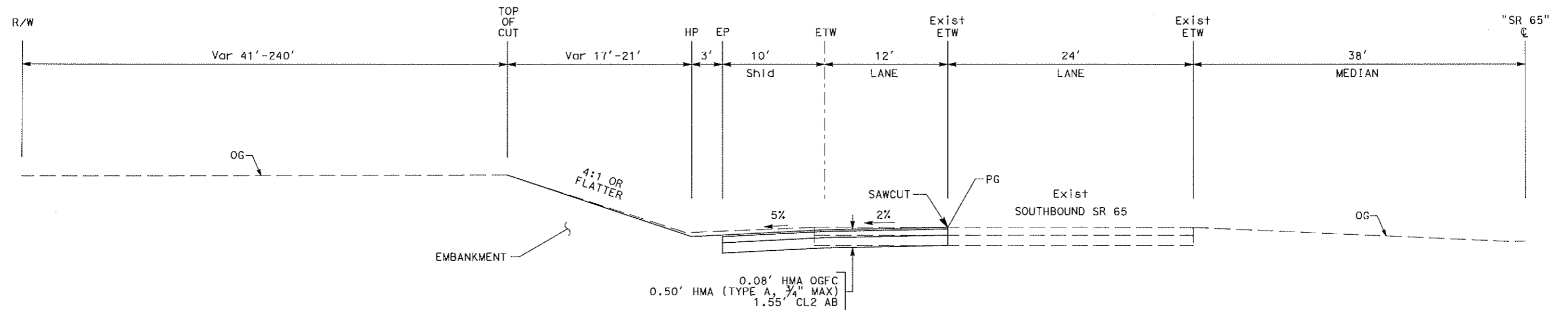


2365 Iron Point Road, Suite 300
Folsom, CA 95630
(916) 817-4700



SOUTHBOUND LOOP ON-RAMP

"WH3" 35+97.86 TO 50+70.78



SOUTHBOUND ON AUX LANE

"SR 65" 517+18.90 TO 535+97.79

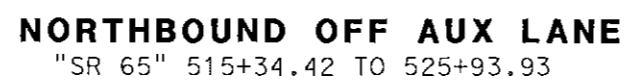
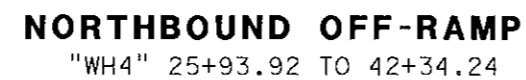
SCALE: NTS

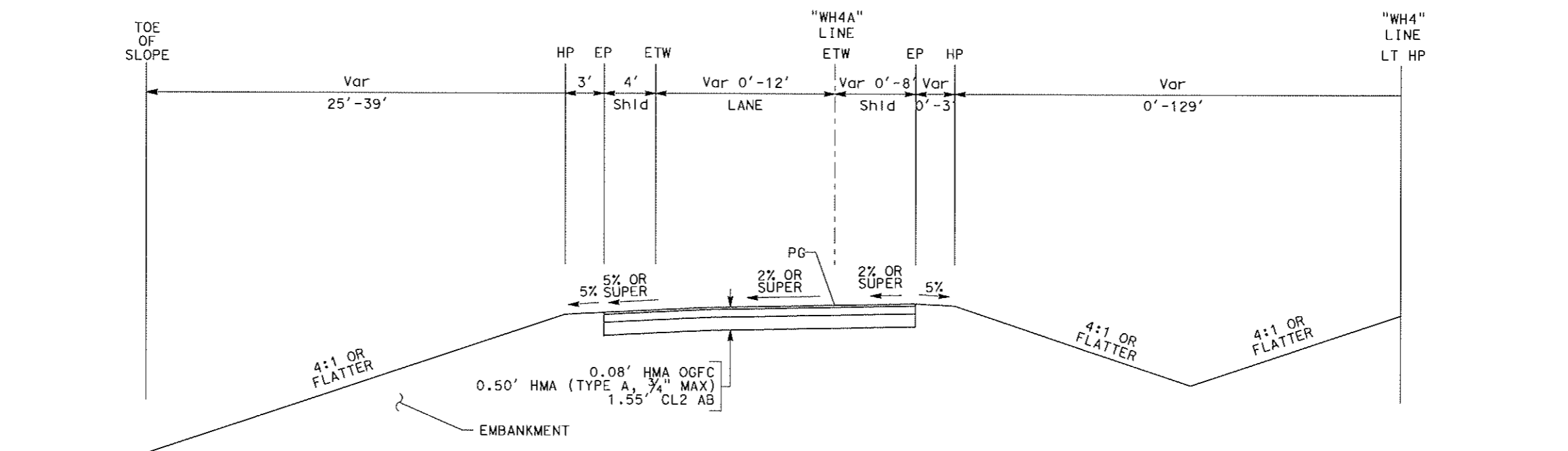


2365 Iron Point Road, Suite 300
Folsom, CA 95630
(916) 817-4700

WHITNEY RANCH PARKWAY INTERCHANGE

CITY OF ROCKLIN
MAY 2010





NORTHBOUND OFF-RAMP
 "WH4A" 38+00.21 TO 41+32.41

SCALE: NTS

HR 2365 Iron Point Road, Suite 300
 Folsom, CA 95630
 (916) 817-4700

WHITNEY RANCH PARKWAY INTERCHANGE
 CITY OF ROCKLIN
 MAY 2010

Attachment C

Plan, Profile and Superelevation Sheets

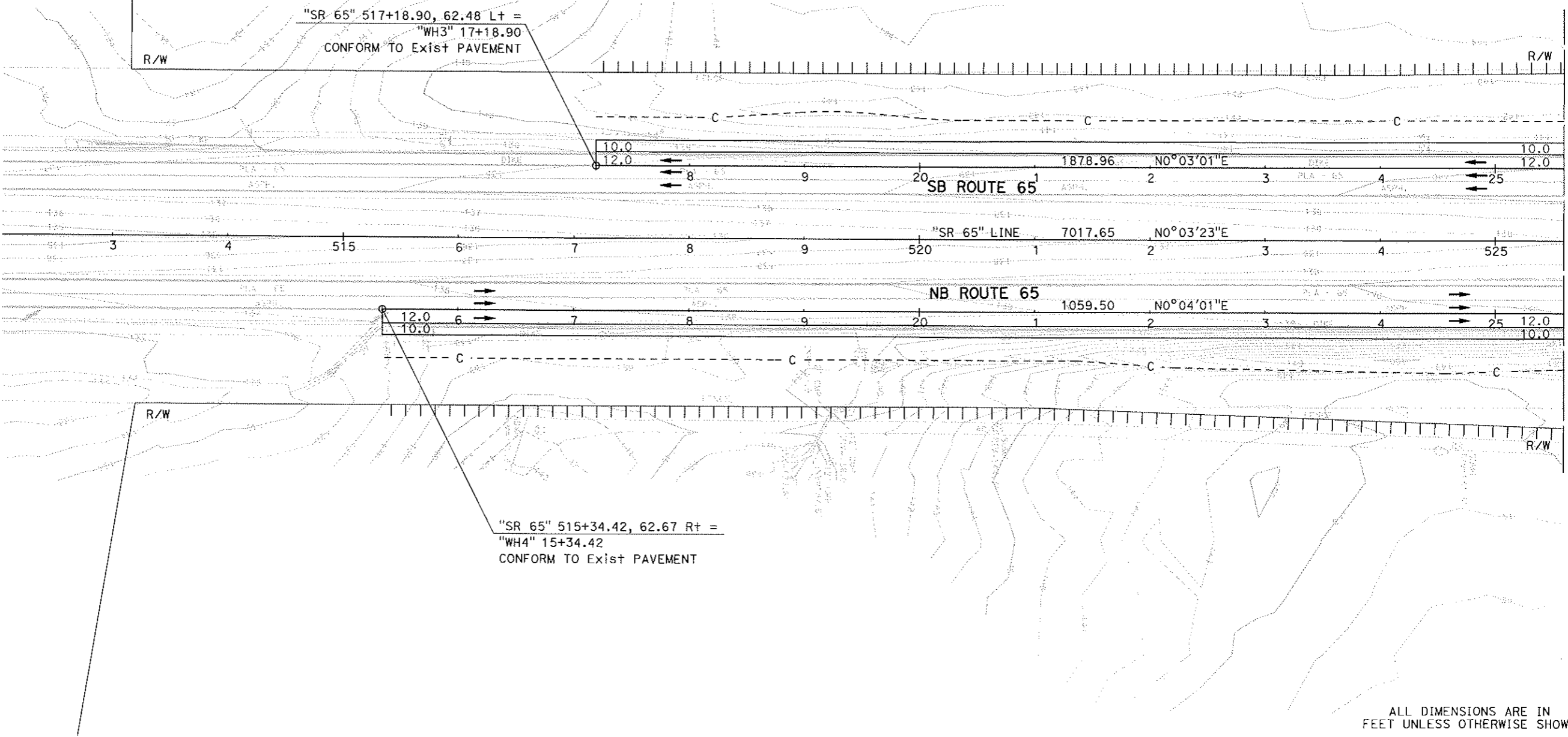
NOTE: FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA,
SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
3	PLA	65	10.1/11.1		
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE					
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.					

REGISTERED PROFESSIONAL ENGINEER

No.
Exp.
CIVIL

STATE OF CALIFORNIA



ALL DIMENSIONS ARE IN
FEET UNLESS OTHERWISE SHOWN

LAYOUT
SCALE 1"=50'

L-1

3032C5ec001.dgn

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Est-Galtrans

BORDER LAST REVISED 4/11/2008

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

USERNAME => #USER
DGN FILE => #REQUEST

CU 00000

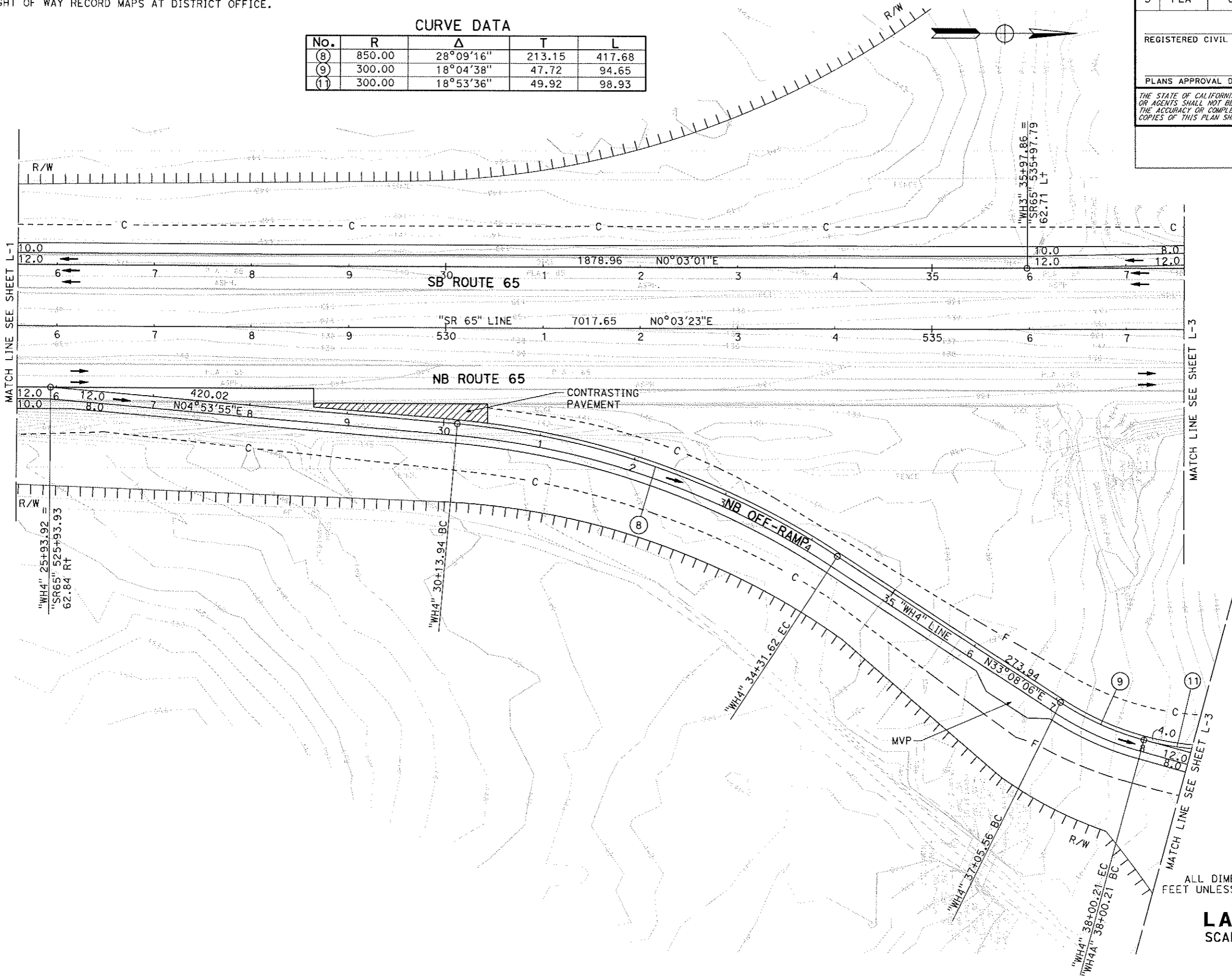
EA 03-2C5900

LAST REVISION DATE PLOTTED => STATE

NOTE: FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA,
SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.

CURVE DATA				
No.	R	Δ	T	L
(8)	850.00	28°09'16"	213.15	417.68
(9)	300.00	18°04'38"	47.72	94.65
(11)	300.00	18°53'36"	49.92	98.93

Dist	COUNTY	ROUTE	POST MILES	SHEET	TOTAL
3	PLA	65	10.1/11.1	No.	SHEETS
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE			No.		
			Exp.		
			CIVIL		
			STATE OF CALIFORNIA		
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.					



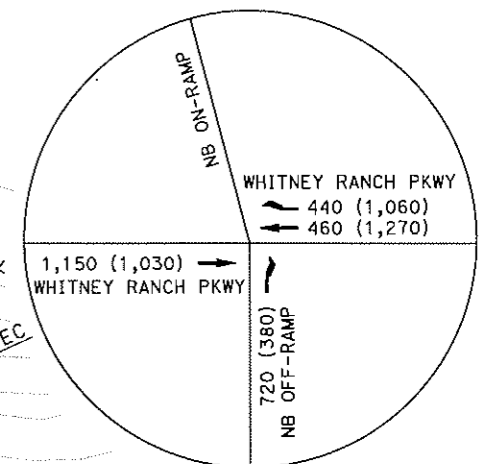
ALL DIMENSIONS ARE IN
FEET UNLESS OTHERWISE SHOWN
LAYOUT
SCALE 1"=50'

eo003.dgn

3032C5eq003.dgn	x	x	x	x
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		CONSULTANT FUNCTIONAL SUPERVISOR		
Caltrans			CALCULATED-DESIGNED BY	REVISED BY
			CHECKED BY	DATE REVISED



--	--



NOTE: ESTIMATE PEAK HOUR
TRAFFIC COUNT PER YEAR 2032

"WH1" 38+76.25 BC =
"WHIT1" 145+26.70
12 000 1 +

ALL DIMENSIONS ARE IN
FEET UNLESS OTHERWISE SHOWN

LAYOUT
SCALE 1"=50'

L-3

DATE PLOTTED => 04/04/2016

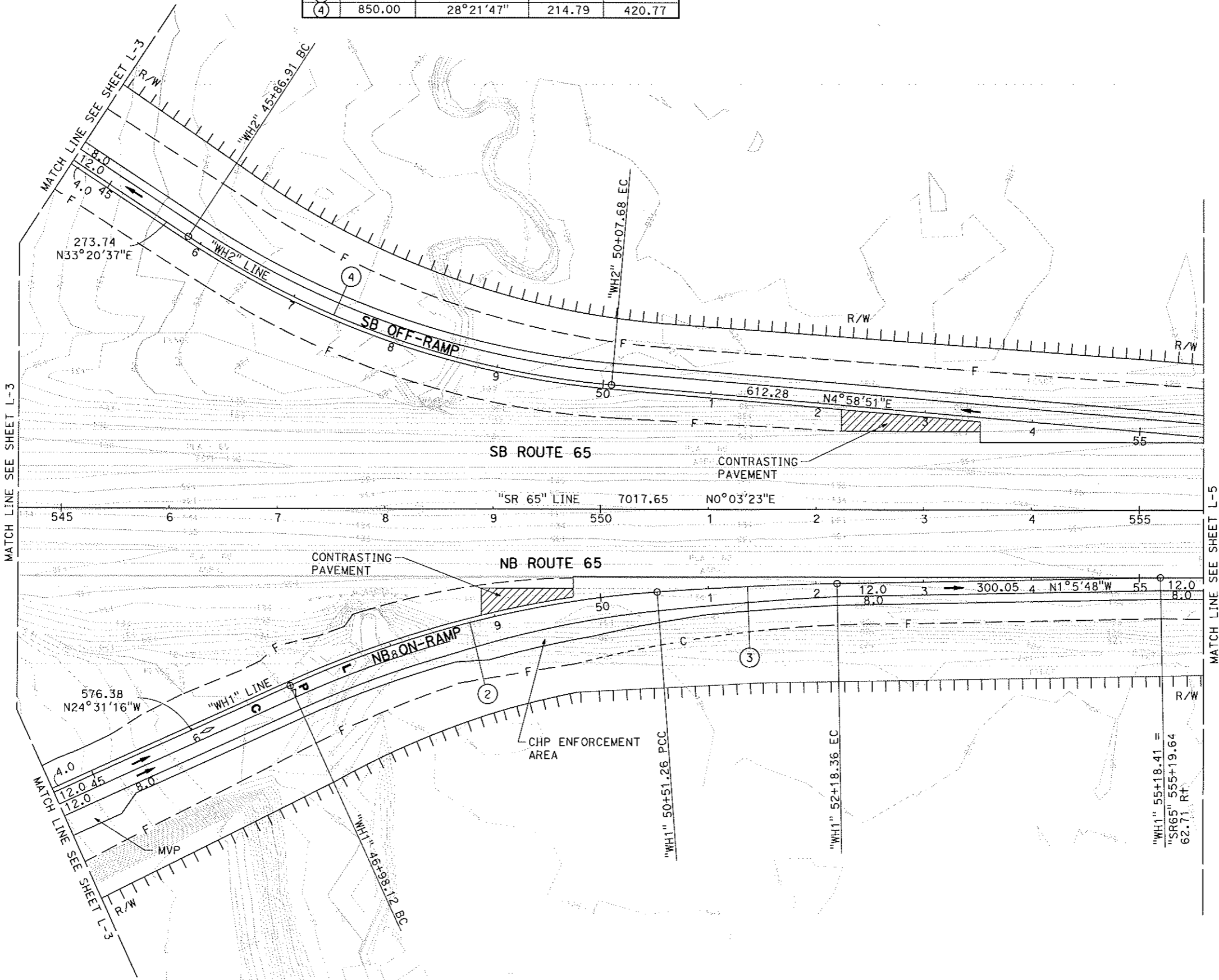
NOTE: FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA,
SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.

CURVE DATA

No.	R	Δ	T	L
(2)	1000.00	20°14'00"	178.43	353.14
(3)	3000.00	03°11'29"	83.57	167.10
(4)	850.00	28°21'47"	214.79	420.77



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
3	PLA	65	10.1/11.1		
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE			No.		
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.			Exp. CIVIL STATE OF CALIFORNIA		



ALL DIMENSIONS ARE IN
FEET UNLESS OTHERWISE SHOWN

LAYOUT
SCALE 1"=50'

L-4

3032C5ed004.dgn

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
E.C. Gibbons

BORDER LAST REVISED 4/11/2008

RELATIVE BORDER SCALE
IS IN INCHES

USERNAME => USER
DGN FILE => \$REQUEST

CU 00000

EA 03-2C5900

LAST REVISION DATE PLOTTED => \$DATE

3032C5eg005.dgn

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



CONSULTANT FUNCTIONAL SUPERVISOR

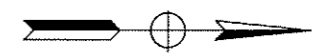
CALCULATED-
DESIGNED BY

CHECKED BY

REVISED BY

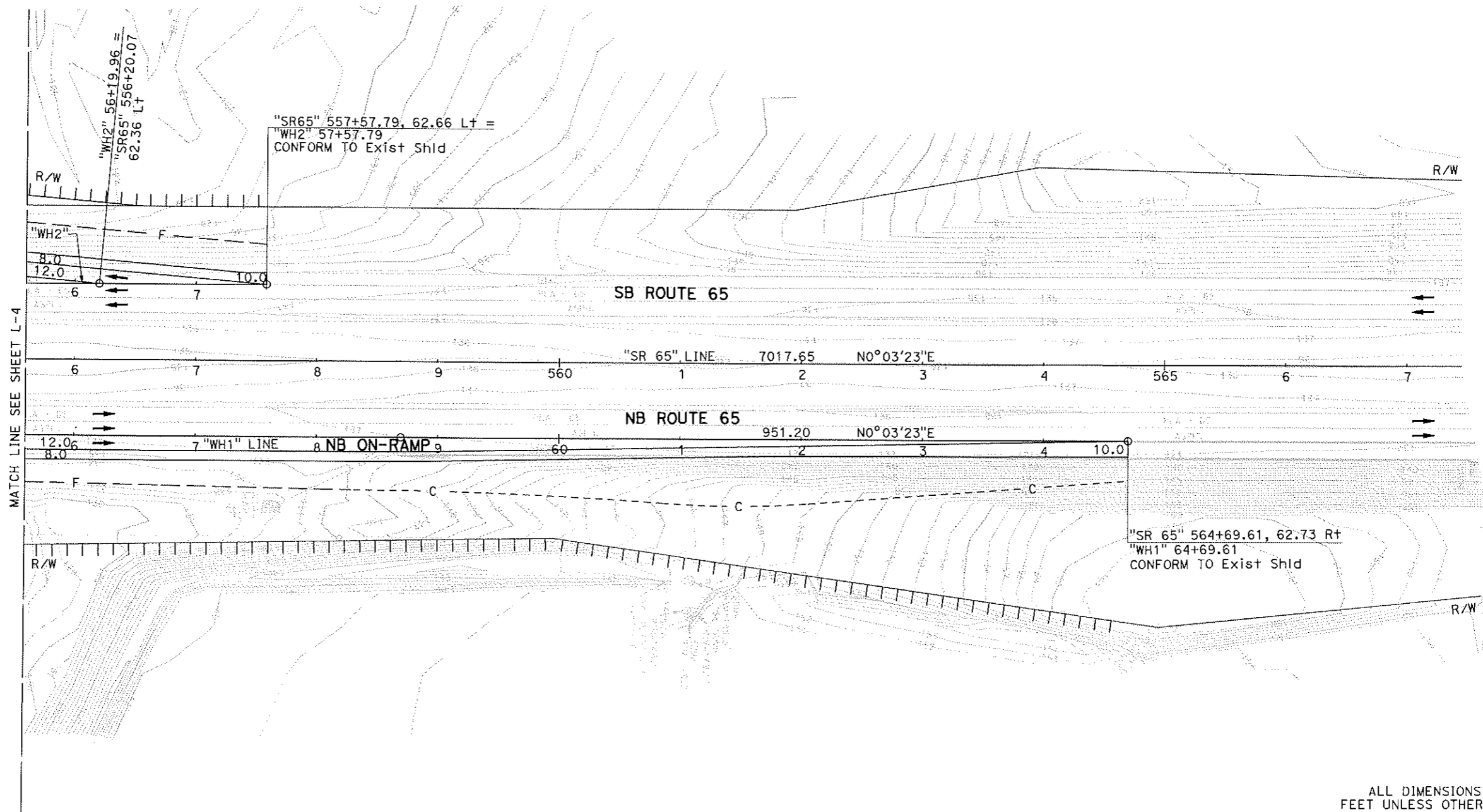
DATE REVISED

NOTE: FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA,
SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
3	PLA	65	10.1/11.1		

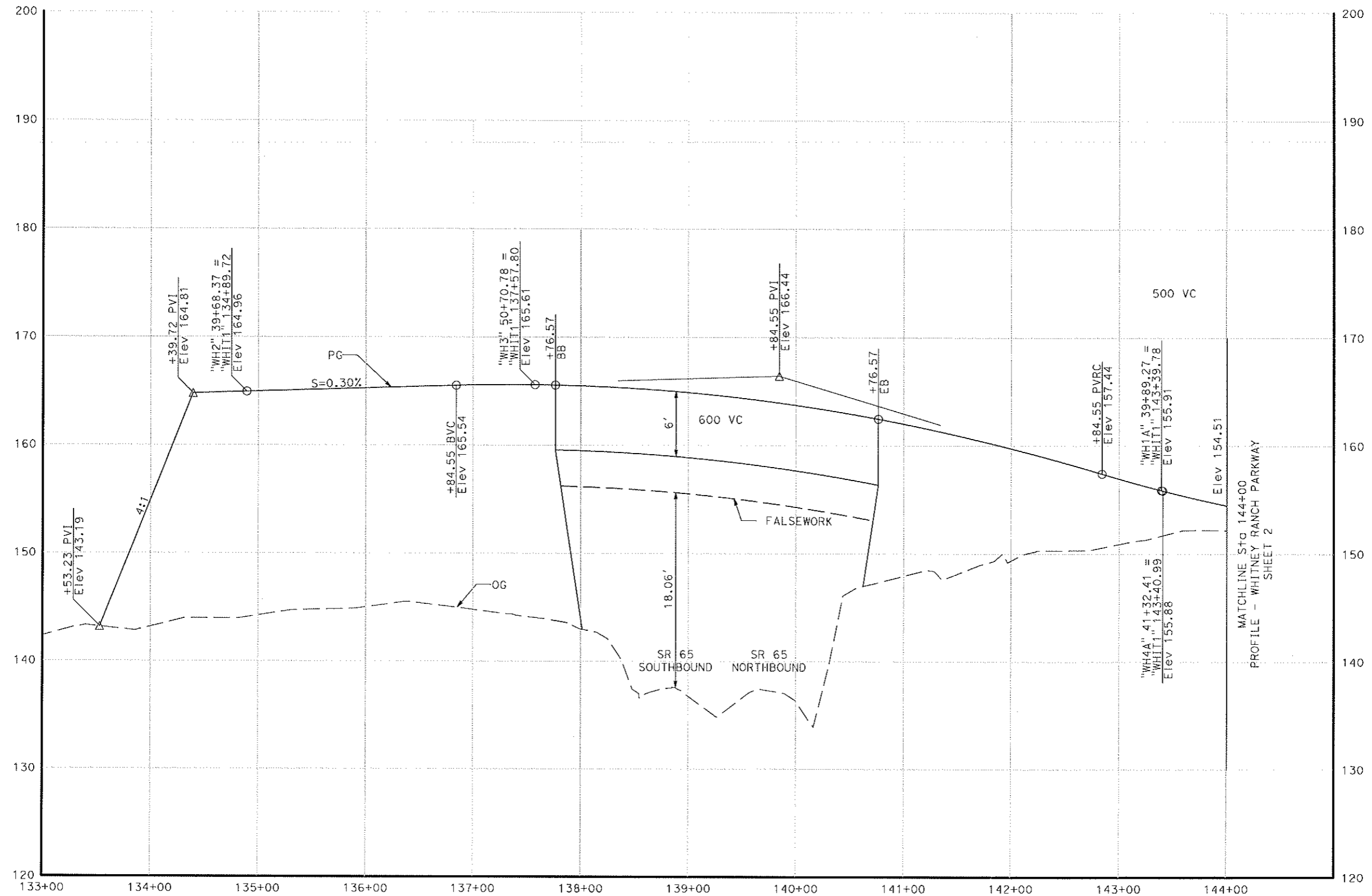
REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.	



ALL DIMENSIONS ARE IN
FEET UNLESS OTHERWISE SHOWN

LAYOUT
SCALE 1"=50'

L - 5



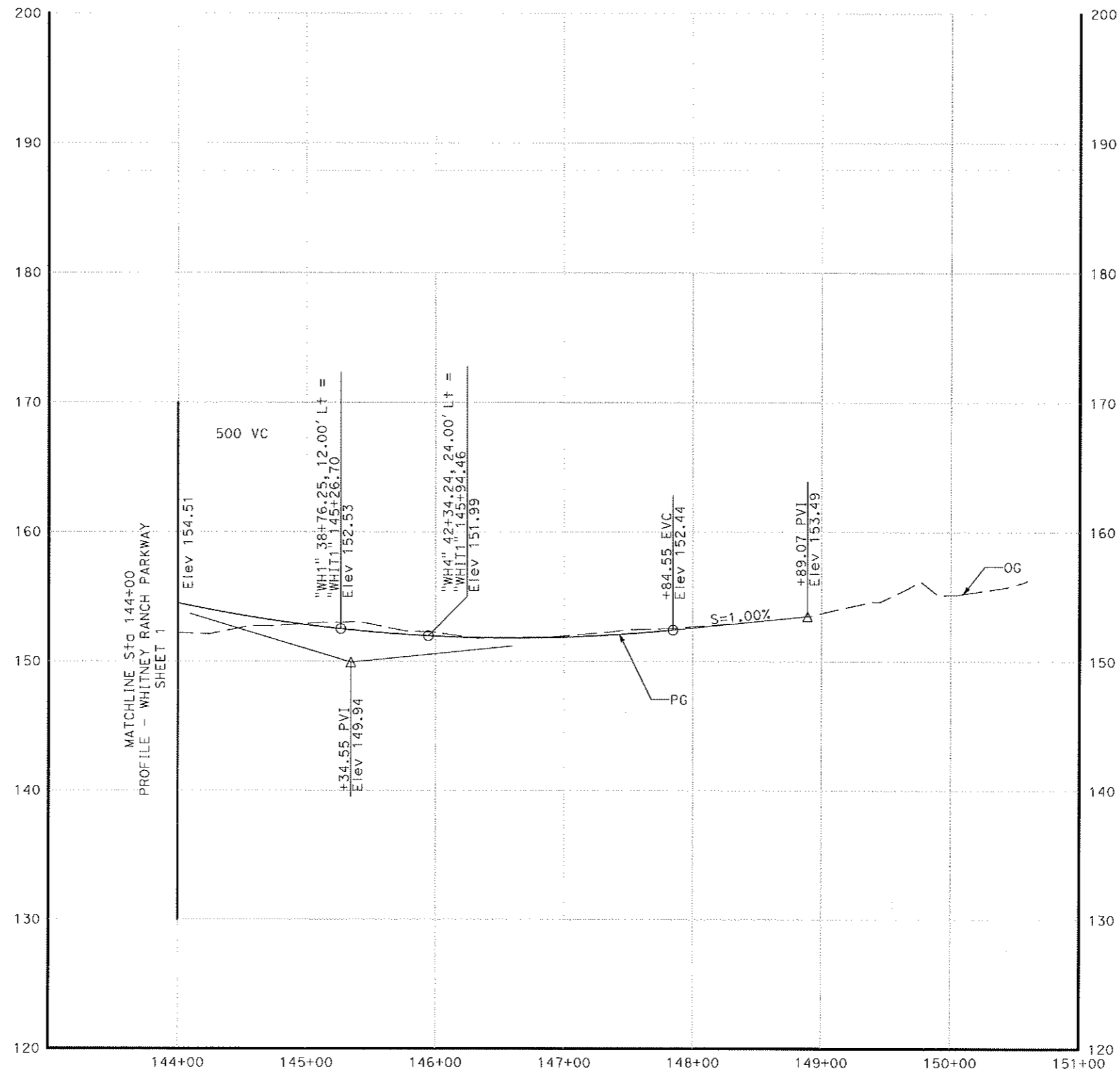
PROFILE - "WHIT1" WHITNEY RANCH PARKWAY
SHEET 1

ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
Horiz SCALE: 1"=100'
Vert SCALE: 1"=10'

HR 2365 Iron Point Road, Suite 300
Folsom, CA 95630
(916) 817-4700

**WHITNEY RANCH PARKWAY
INTERCHANGE**

CITY OF ROCKLIN
MAY 2010



PROFILE - "WHIT1" WHITNEY RANCH PARKWAY
SHEET 2

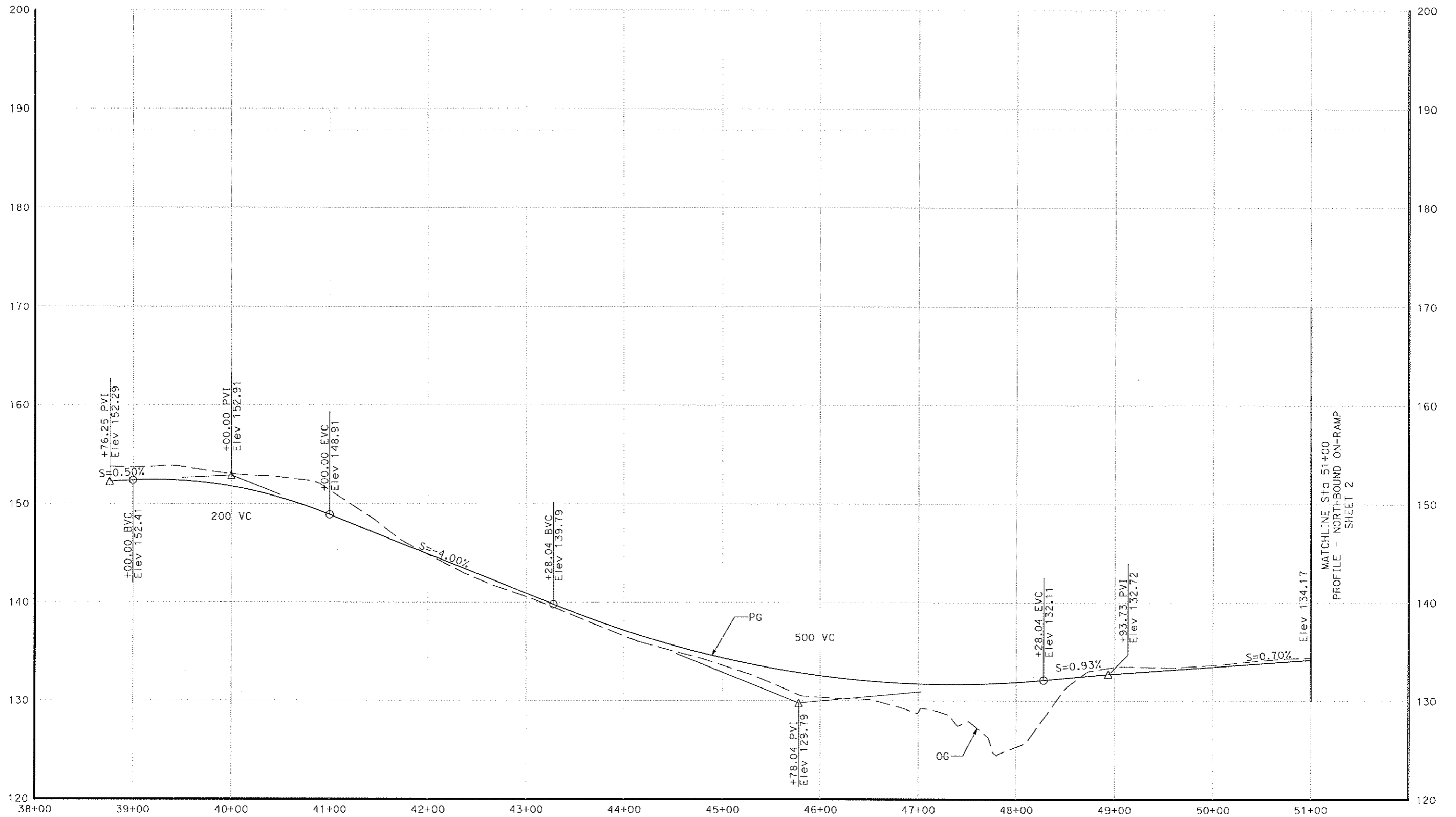
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
Horiz SCALE: 1"=100'
Vert SCALE: 1"=10'



2365 Iron Point Road, Suite 300
Folsom, CA 95630
(916) 817-4700

**WHITNEY RANCH PARKWAY
INTERCHANGE**

CITY OF ROCKLIN
MAY 2010



PROFILE - "WH1" NORTHBOUND ON-RAMP
SHEET 1

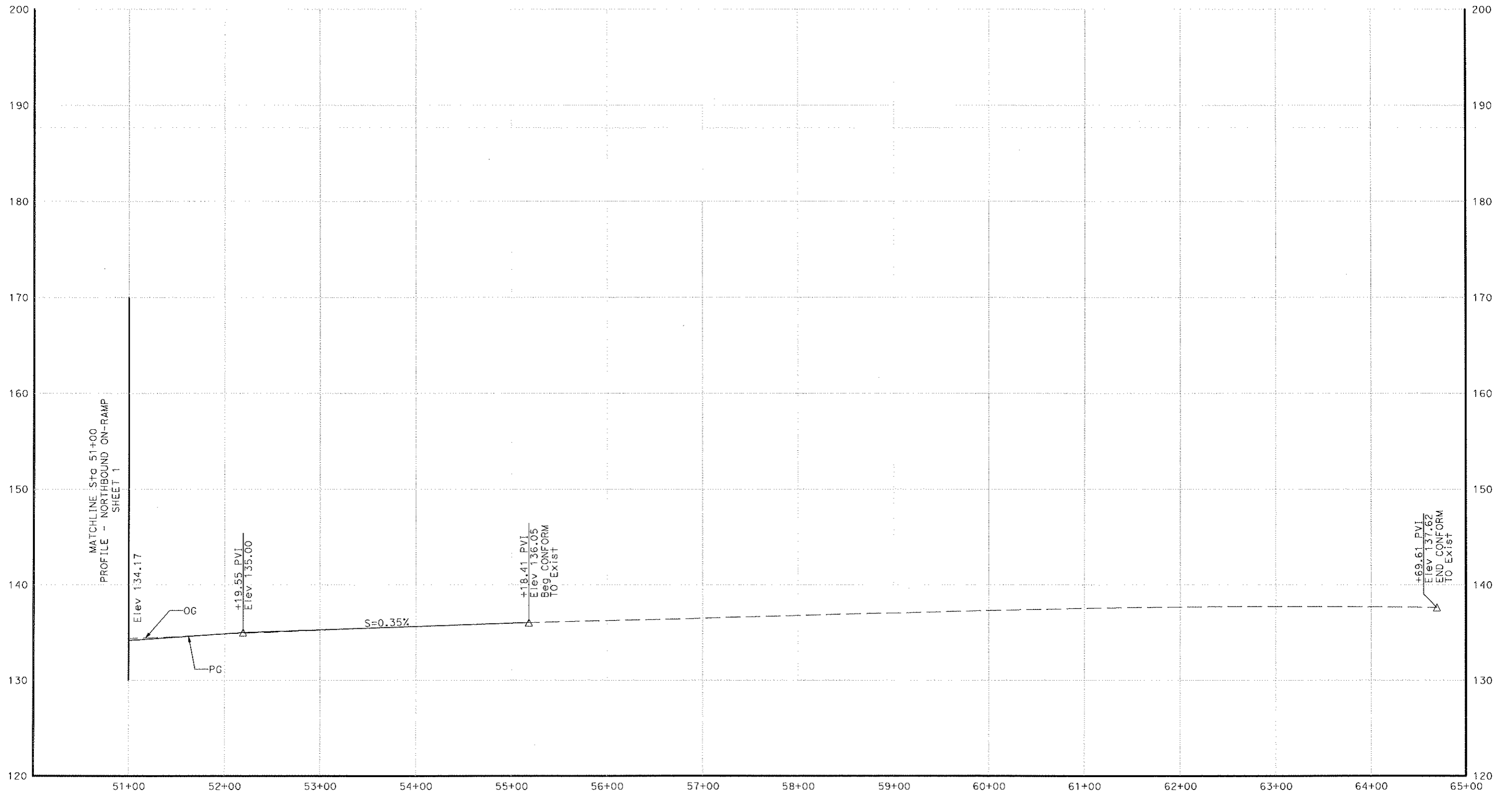
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
Horiz SCALE: 1"=100'
Vert SCALE: 1"=10'



2365 Iron Point Road, Suite 300
Folsom, CA 95630
(916) 817-4700

**WHITNEY RANCH PARKWAY
INTERCHANGE**

CITY OF ROCKLIN
MAY 2010



PROFILE - "WH1" NORTHBOUND ON-RAMP
SHEET 2

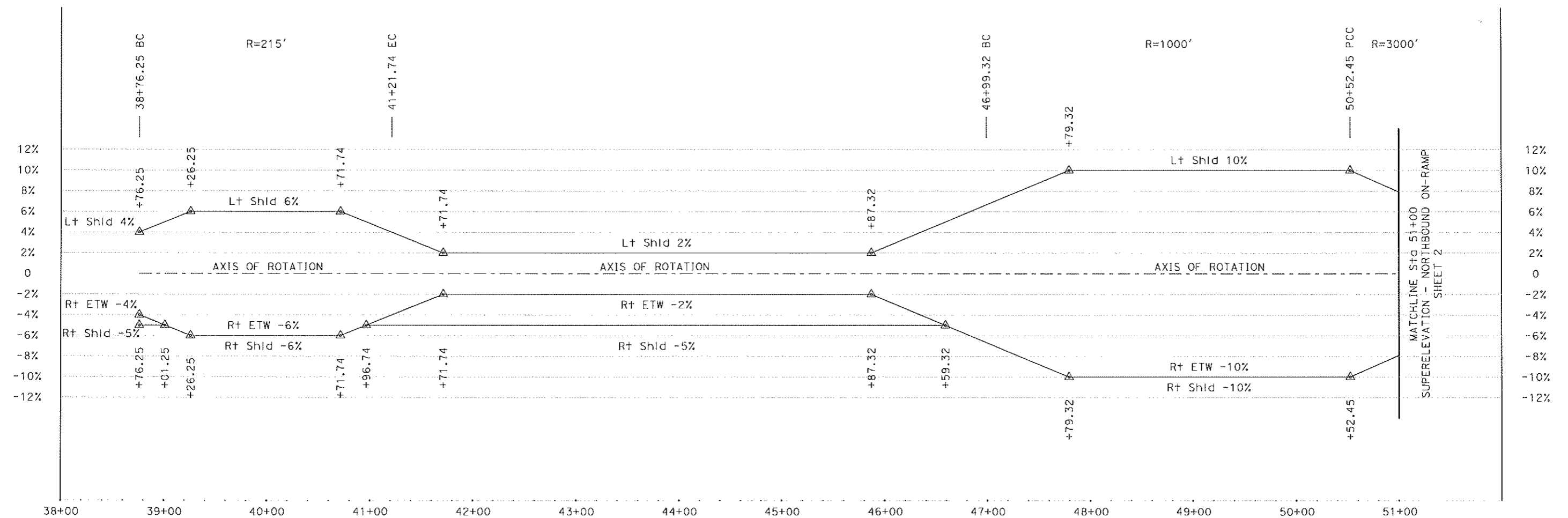
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
Horiz SCALE: 1"=100'
Vert SCALE: 1"=10'



2365 Iron Point Road, Suite 300
Folsom, CA 95630
(916) 817-4700

**WHITNEY RANCH PARKWAY
INTERCHANGE**

CITY OF ROCKLIN
MAY 2010



SUPERELEVATION - "WH1" NORTHBOUND ON-RAMP SHEET 1

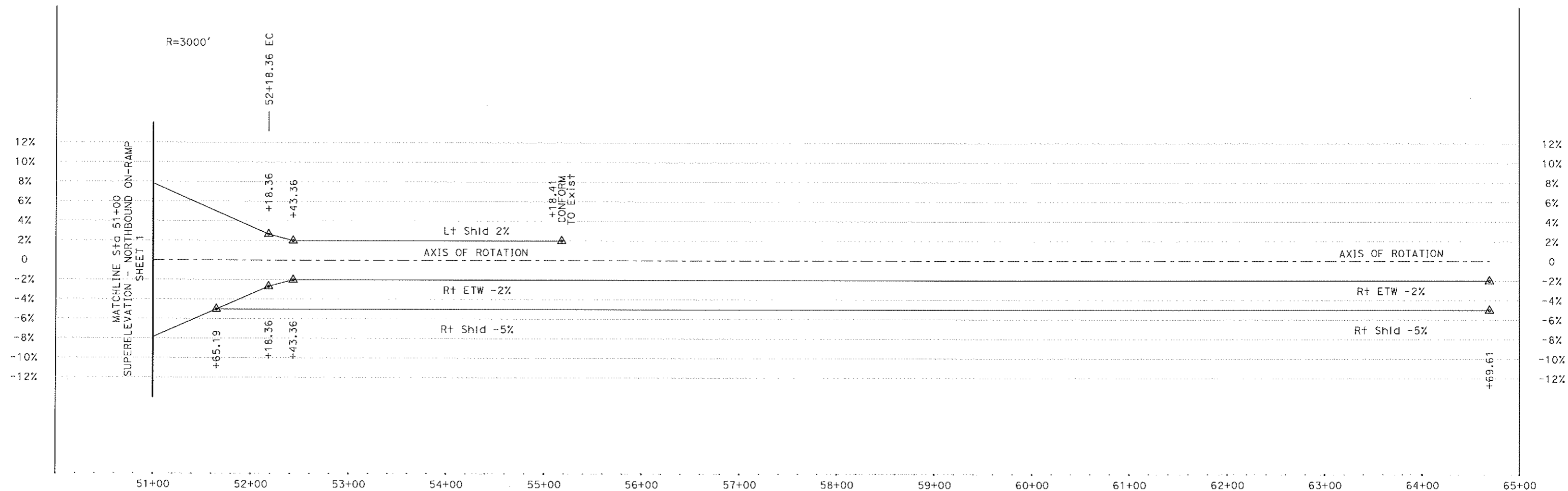
Horiz SCALE: 1"=100'
Vert SCALE: 1"=10%



2365 Iron Point Road, Suite 300
Folsom, CA 95630
(916) 817-4700

WHITNEY RANCH PARKWAY INTERCHANGE

CITY OF ROCKLIN
MAY 2010



SUPERELEVATION - "WH1" NORTHBOUND ON-RAMP
SHEET 2

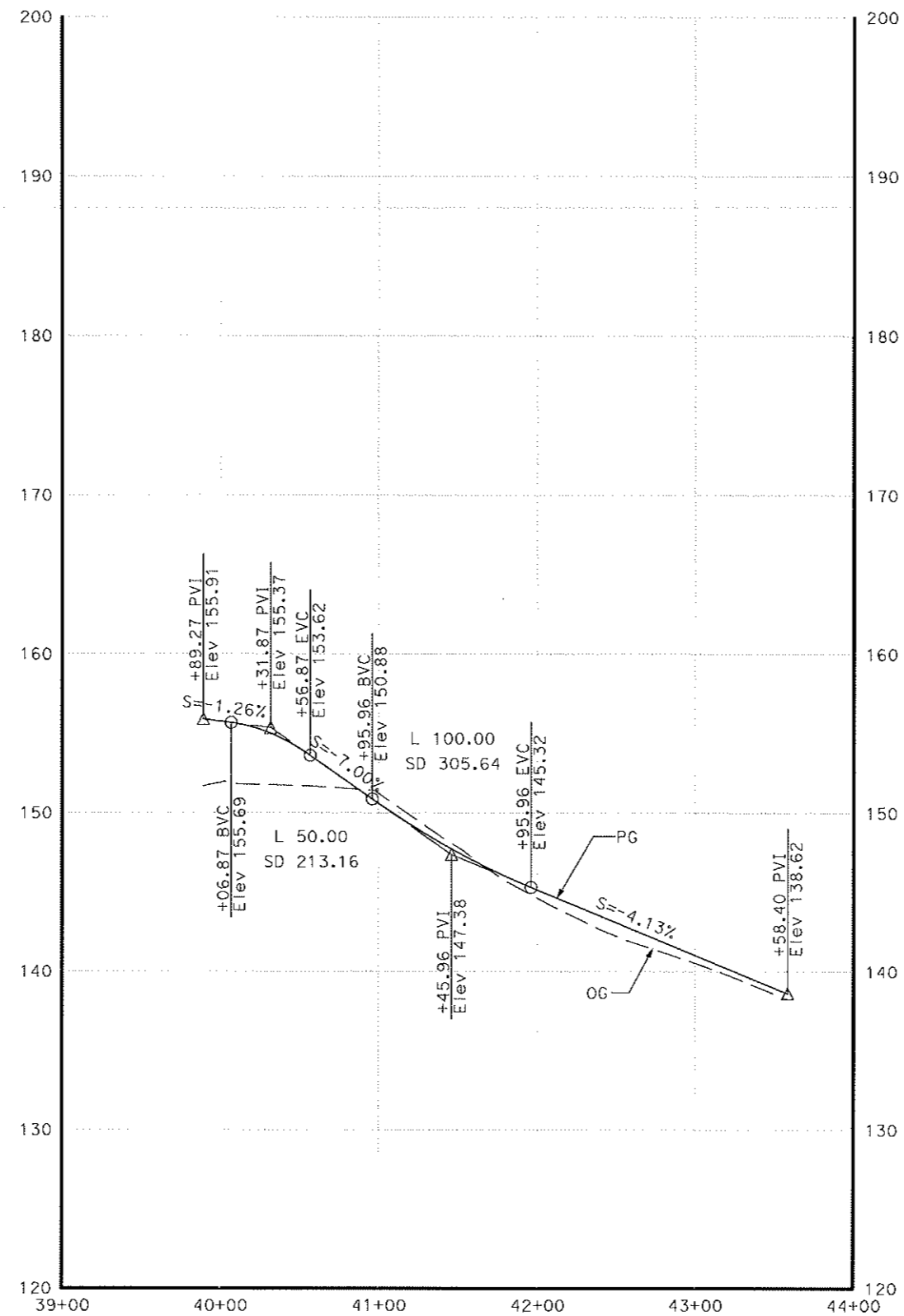


2365 Iron Point Road, Suite 300
Folsom, CA 95630
(916) 817-4700

Horiz SCALE: 1"=100'
Vert SCALE: 1"=10%

WHITNEY RANCH PARKWAY
INTERCHANGE

CITY OF ROCKLIN
MAY 2010



PROFILE - "WH1A" NORTHBOUND ON-RAMP

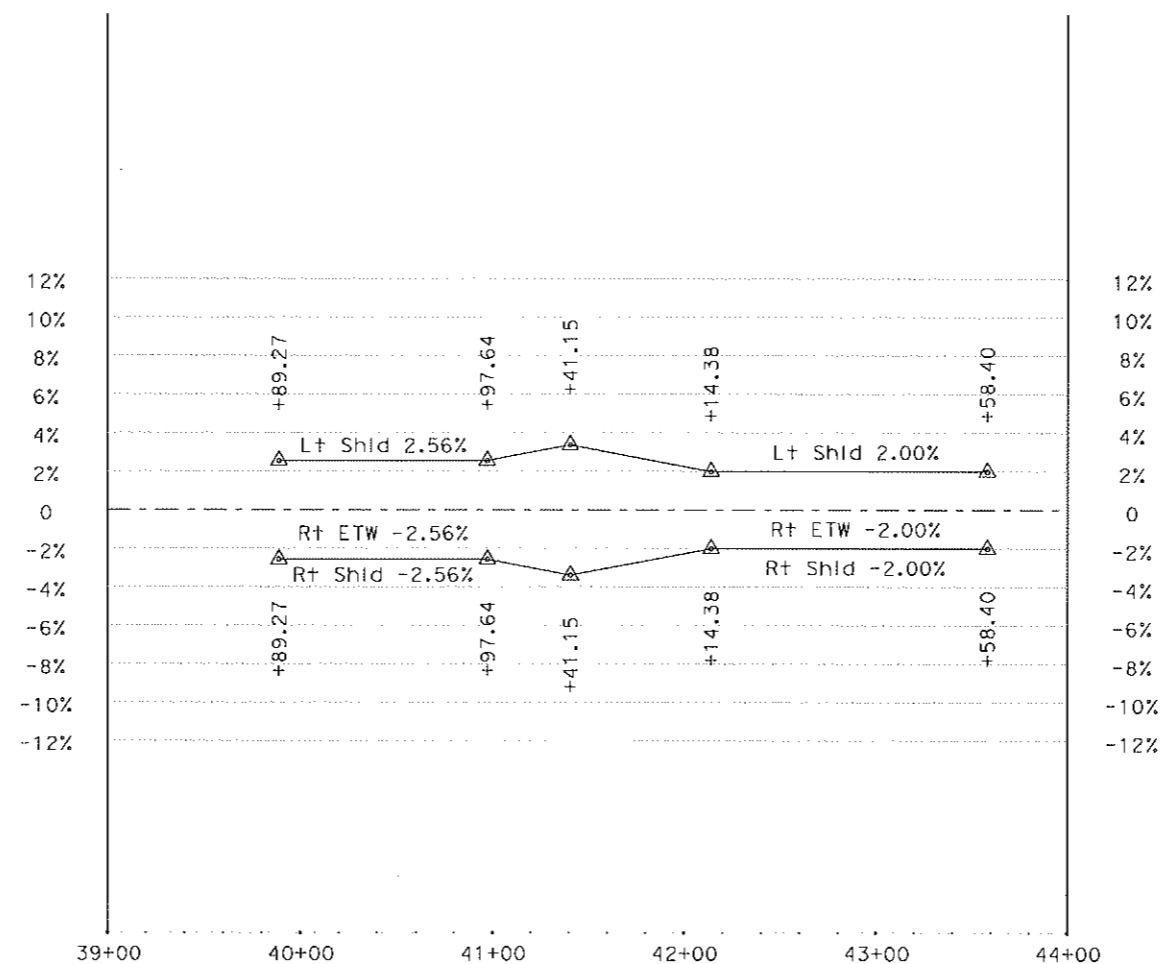
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
Horiz SCALE: 1"=100'
Vert SCALE: 1"=10'



2365 Iron Point Road, Suite 300
Folsom, CA 95630
(916) 817-4700

**WHITNEY RANCH PARKWAY
INTERCHANGE**

CITY OF ROCKLIN
MAY 2010



PROFILE - "WH1A" NORTHBOUND ON-RAMP

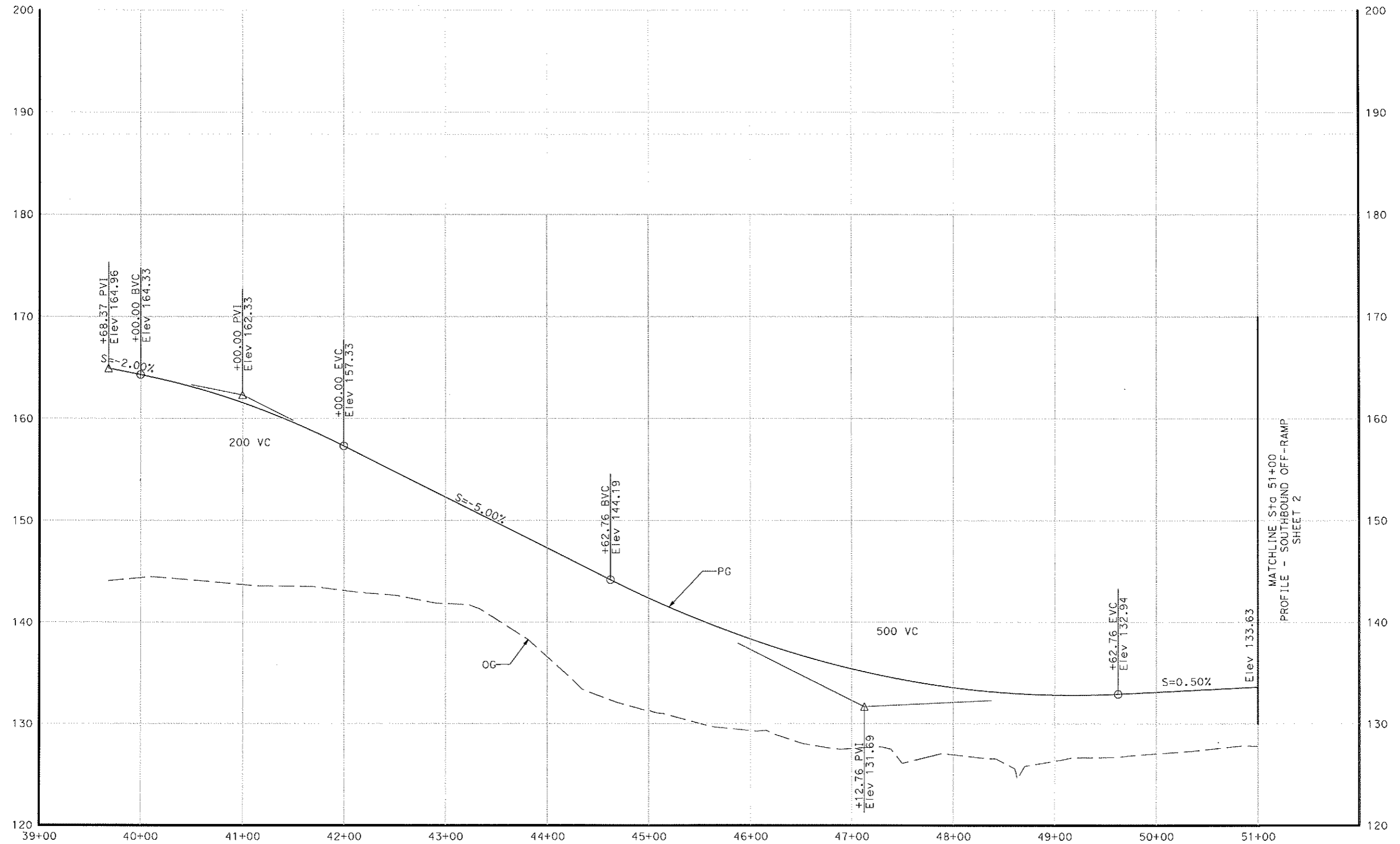
Horiz SCALE: 1"=100'
Vert SCALE: 1"=10%



2365 Iron Point Road, Suite 300
Folsom, CA 95630
(916) 817-4700

**WHITNEY RANCH PARKWAY
INTERCHANGE**

CITY OF ROCKLIN
MAY 2010



PROFILE - "WH2" SOUTHBOUND OFF-RAMP
SHEET 1

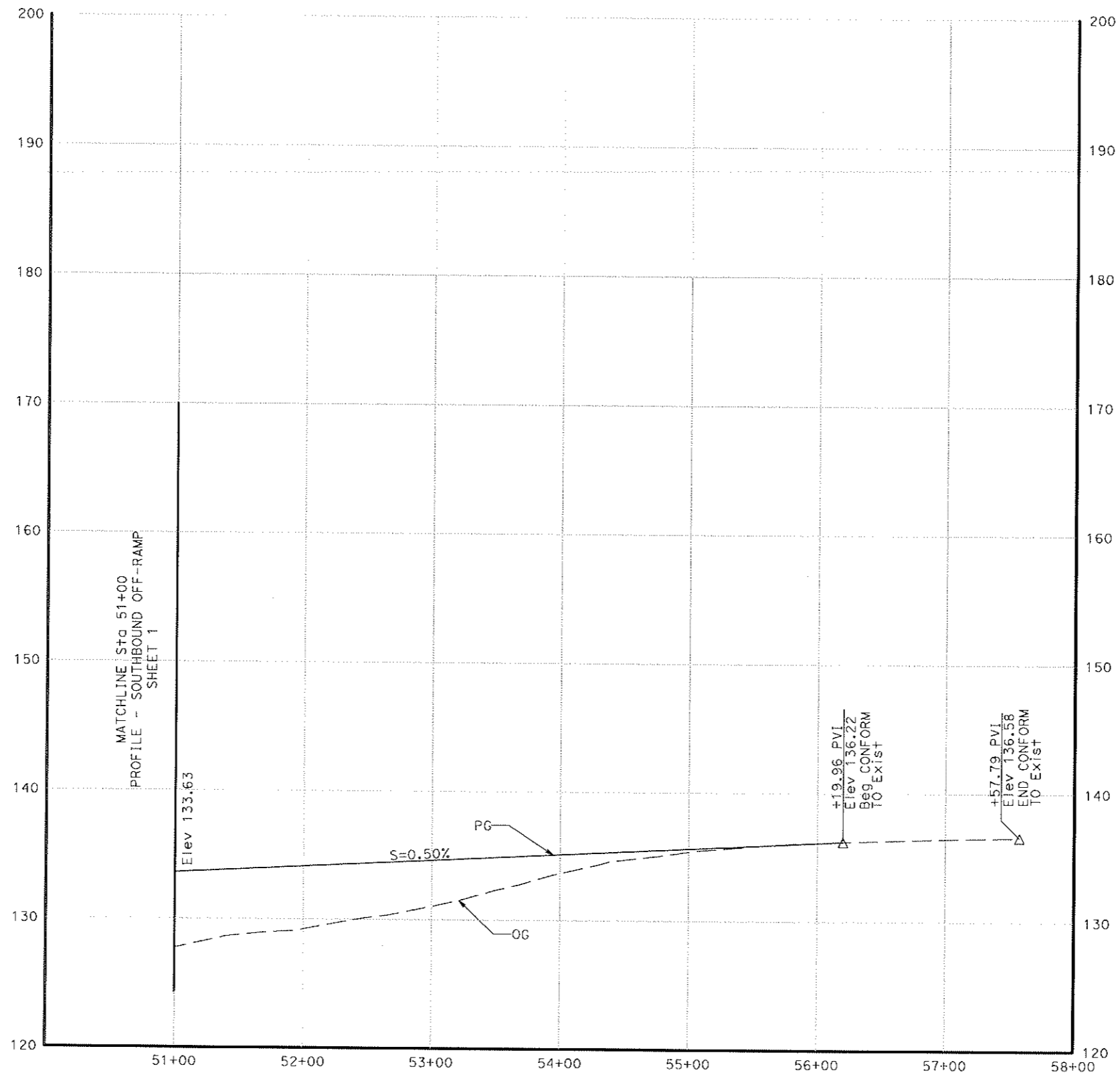
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
Horiz SCALE: 1"=100'
Vert SCALE: 1"=10'



2365 Iron Point Road, Suite 300
Folsom, CA 95630
(916) 817-4700

**WHITNEY RANCH PARKWAY
INTERCHANGE**

CITY OF ROCKLIN
MAY 2010



PROFILE - "WH2" SOUTHBOUND OFF-RAMP
SHEET 2

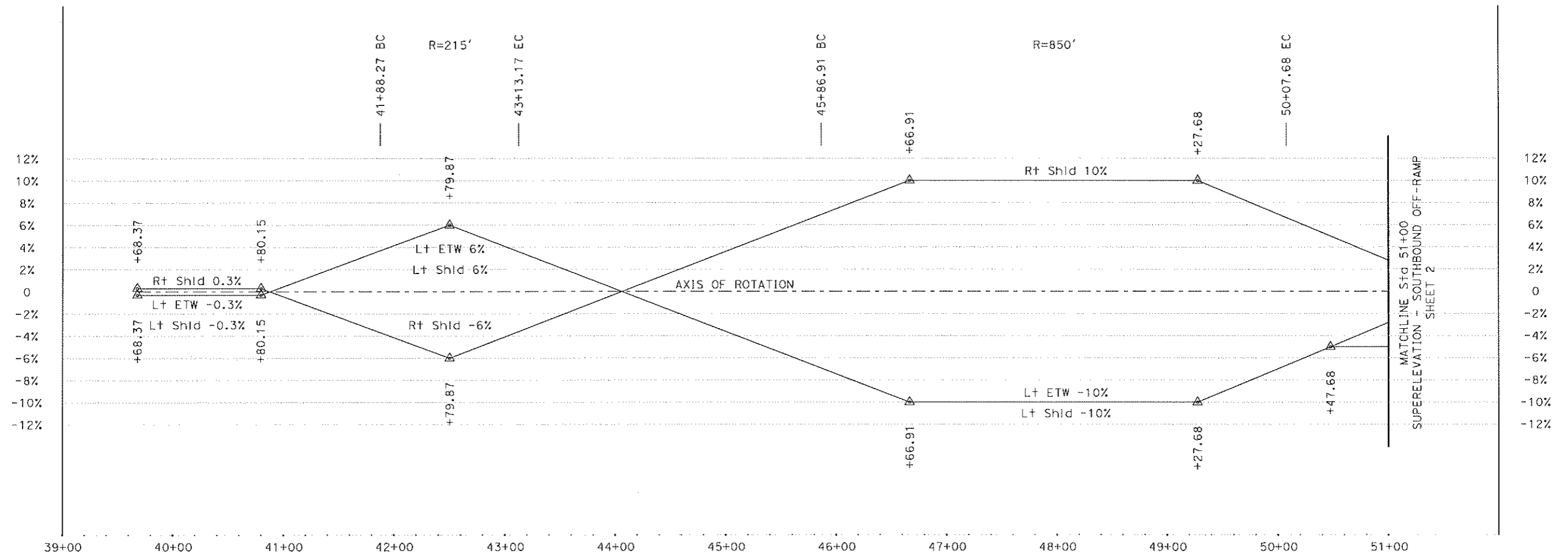
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
Horiz SCALE: 1"=100'
Vert SCALE: 1"=10'



2365 Iron Point Road, Suite 300
Folsom, CA 95630
(916) 817-4700

**WHITNEY RANCH PARKWAY
INTERCHANGE**

CITY OF ROCKLIN
MAY 2010



SUPERELEVATION - "WH2" SOUTHBOUND OFF-RAMP
SHEET 1

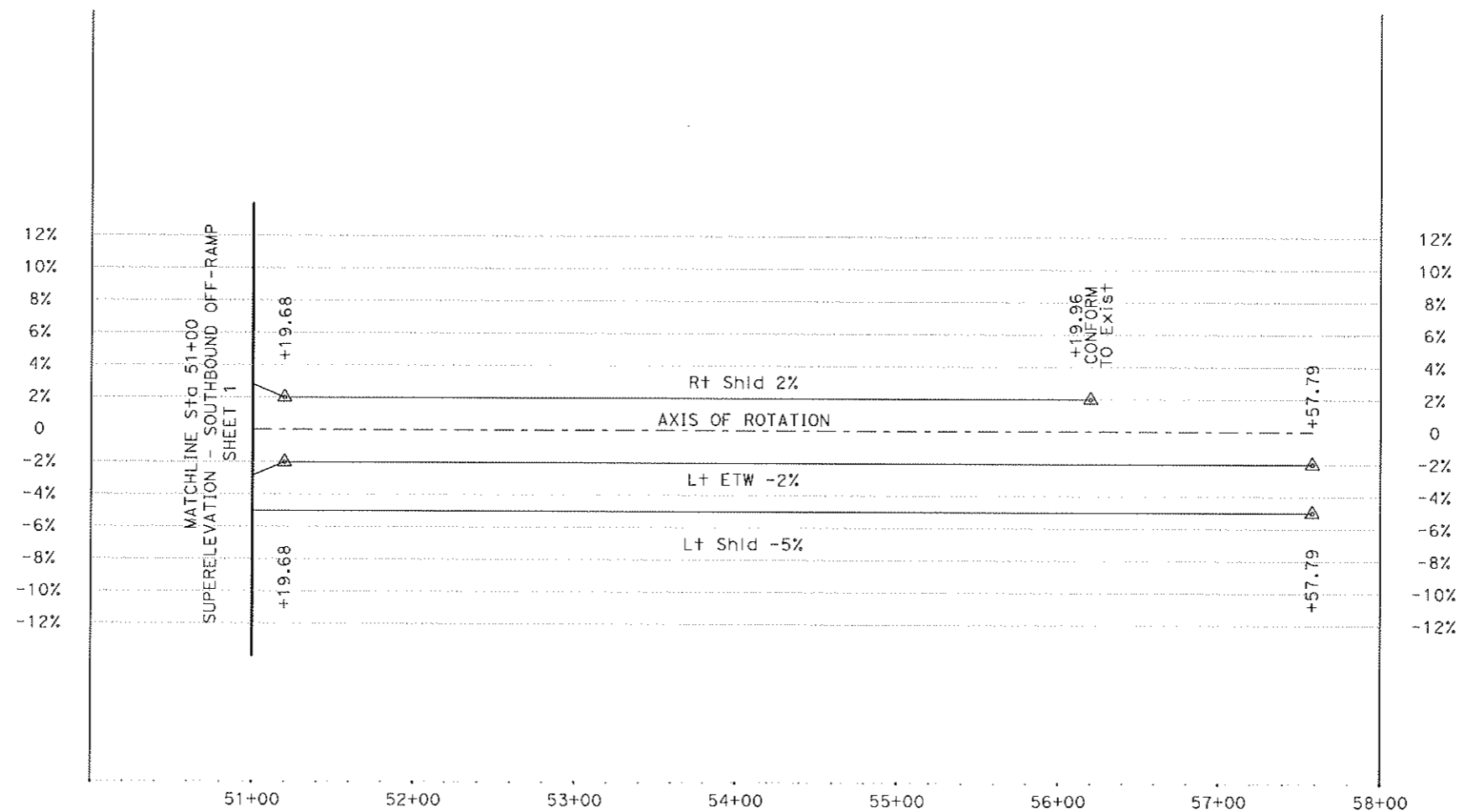
Horiz SCALE: 1"=100'
Vert SCALE: 1"=10%



2365 Iron Point Road, Suite 300
Folsom, CA 95630
(916) 817-4700

**WHITNEY RANCH PARKWAY
INTERCHANGE**

CITY OF ROCKLIN
MAY 2010



SUPERELEVATION - "WH2" SOUTHBOUND OFF-RAMP
SHEET 2

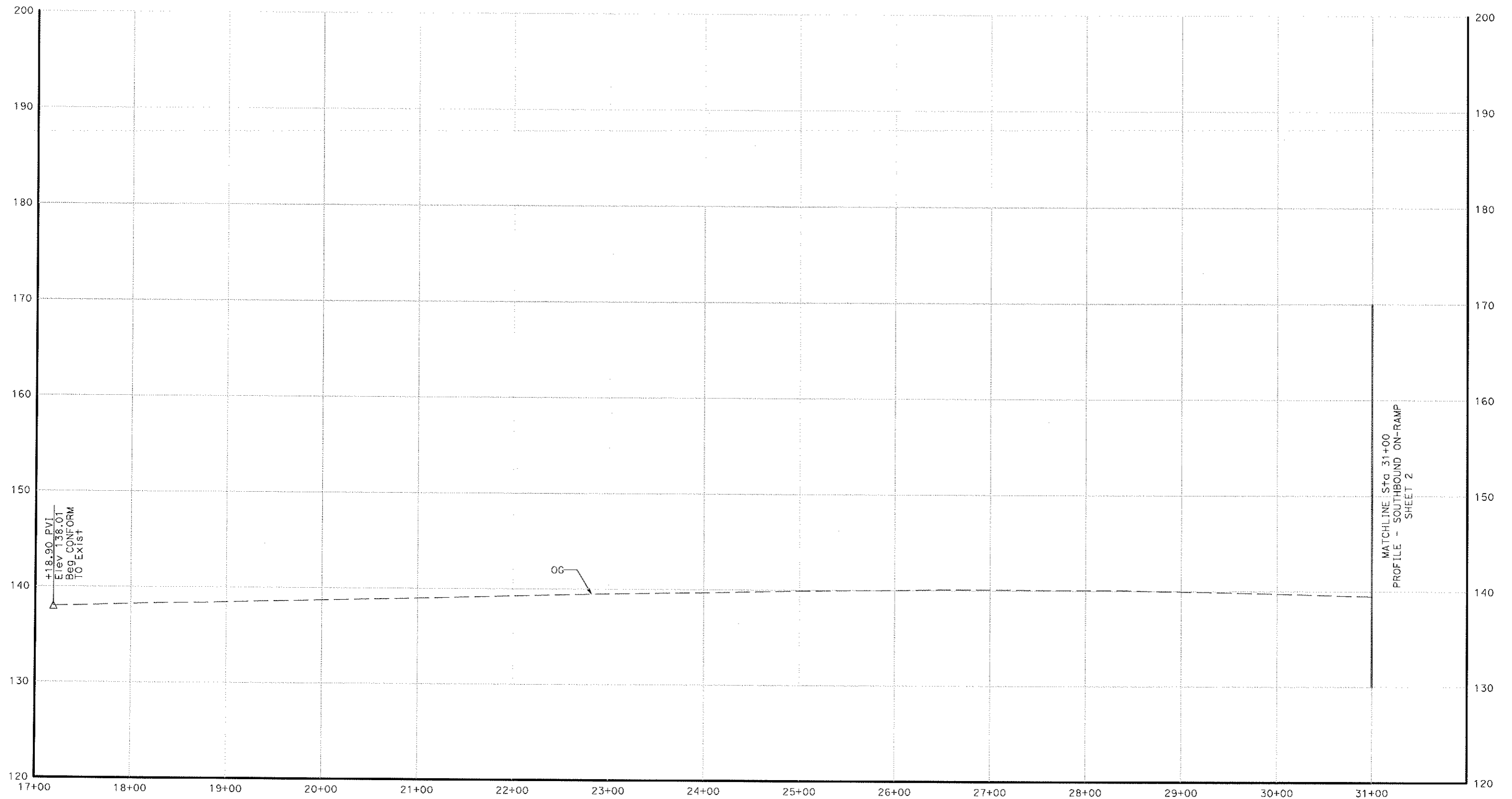
Horiz SCALE: 1"=100'
Vert SCALE: 1"=10%



2365 Iron Point Road, Suite 300
Folsom, CA 95630
(916) 817-4700

**WHITNEY RANCH PARKWAY
INTERCHANGE**

CITY OF ROCKLIN
MAY 2010



PROFILE - "WH3" SOUTHBOUND ON-RAMP
SHEET 1

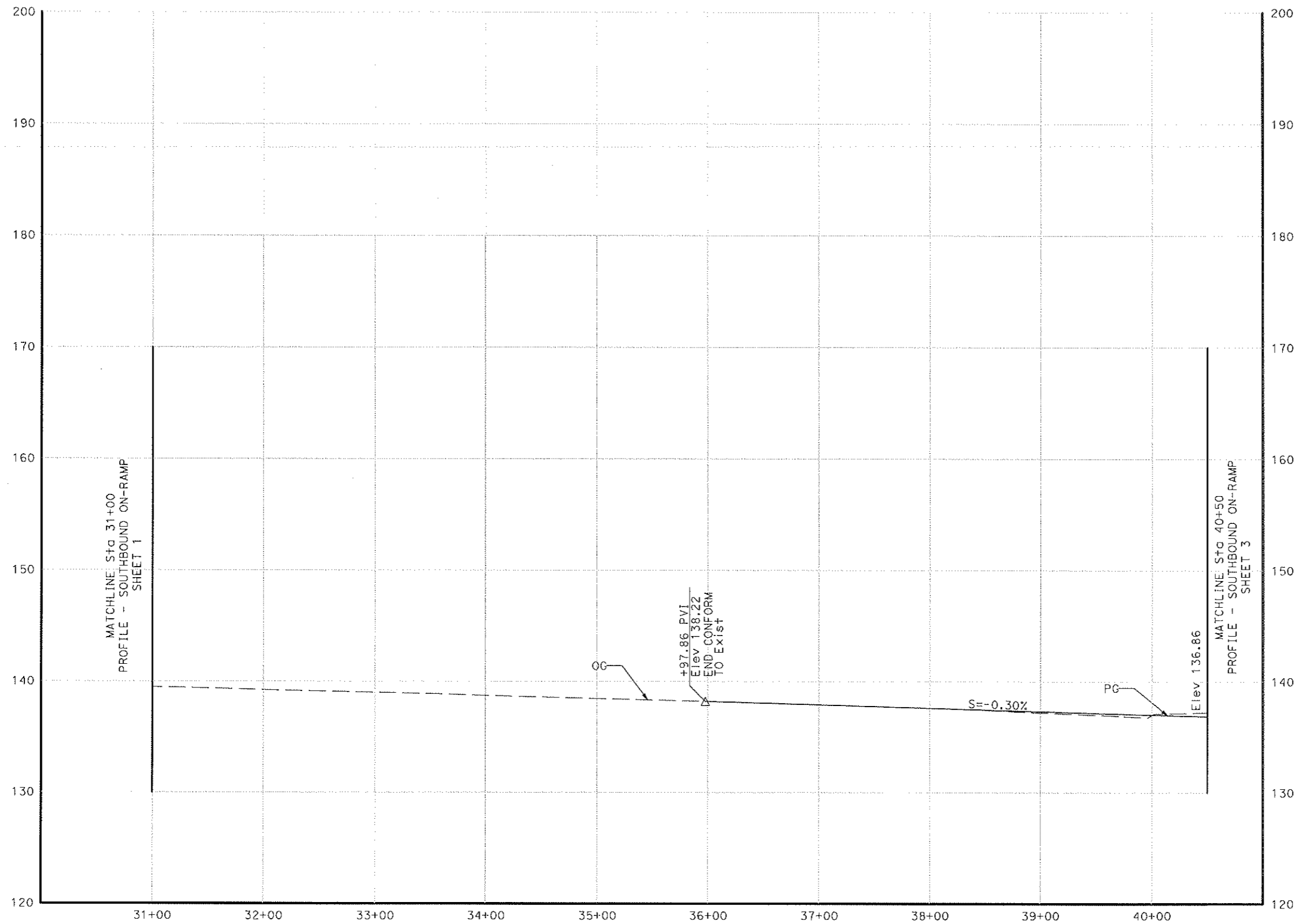
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
Horiz SCALE: 1"=100'
Vert SCALE: 1"=10'



2365 Iron Point Road, Suite 300
Folsom, CA 95630
(916) 817-4700

**WHITNEY RANCH PARKWAY
INTERCHANGE**

CITY OF ROCKLIN
MAY 2010



PROFILE - "WH3" SOUTHBOUND ON-RAMP
SHEET 2

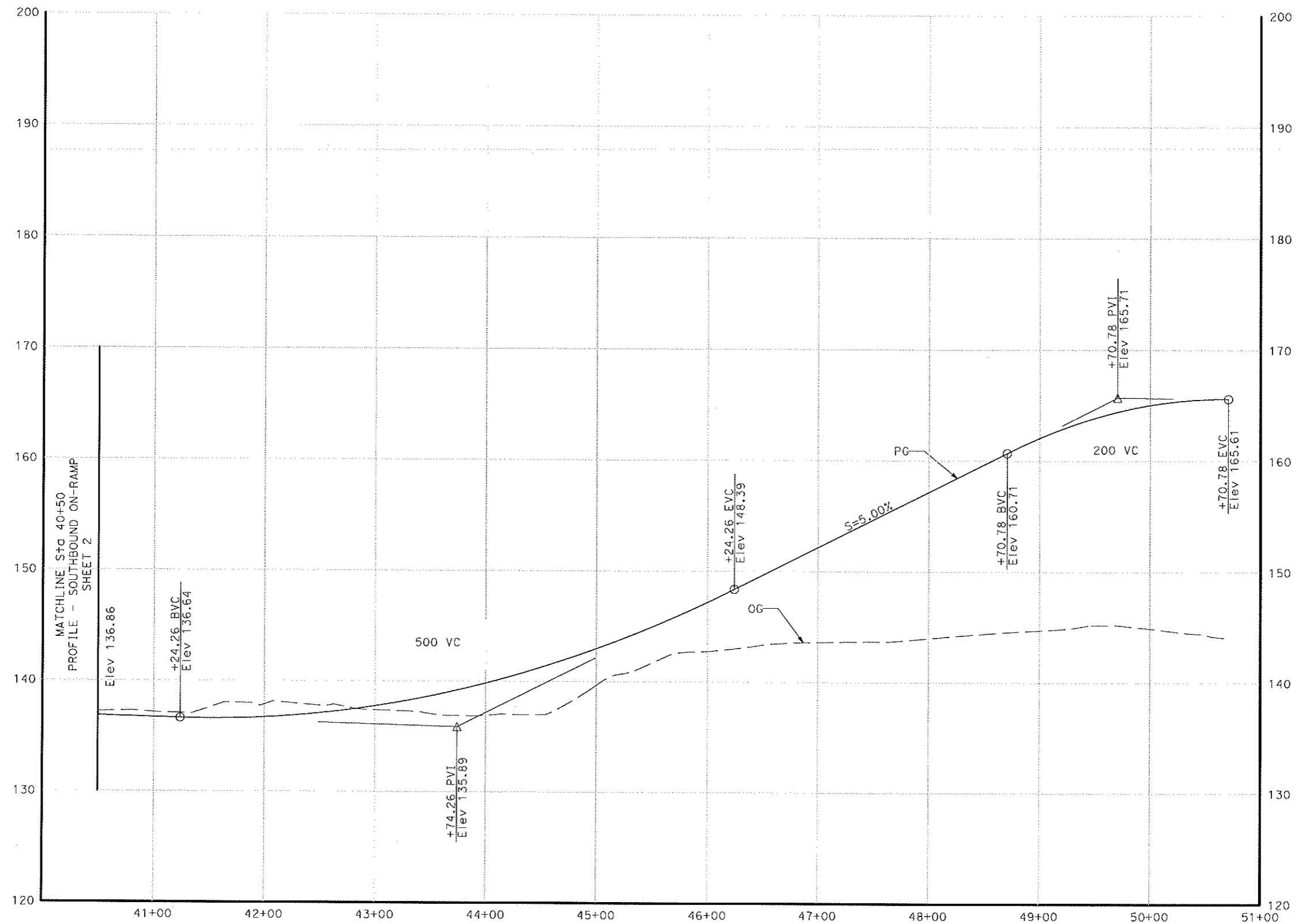
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
Horiz SCALE: 1"=100'
Vert SCALE: 1"=10'



2365 Iron Point Road, Suite 300
Folsom, CA 95630
(916) 817-4700

**WHITNEY RANCH PARKWAY
INTERCHANGE**

CITY OF ROCKLIN
MAY 2010



PROFILE - "WH3" SOUTHBOUND ON-RAMP
SHEET 3

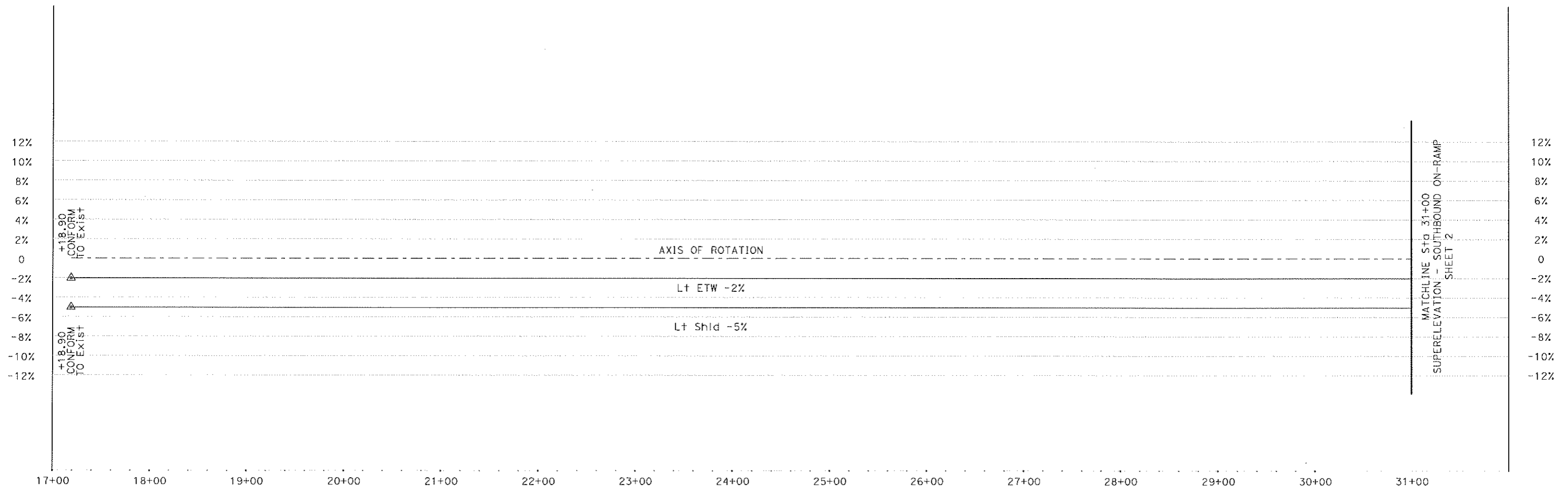
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
Horiz SCALE: 1"=100'
Vert SCALE: 1"=10'



2365 Iron Point Road, Suite 300
Folsom, CA 95630
(916) 817-4700

**WHITNEY RANCH PARKWAY
INTERCHANGE**

CITY OF ROCKLIN
MAY 2010



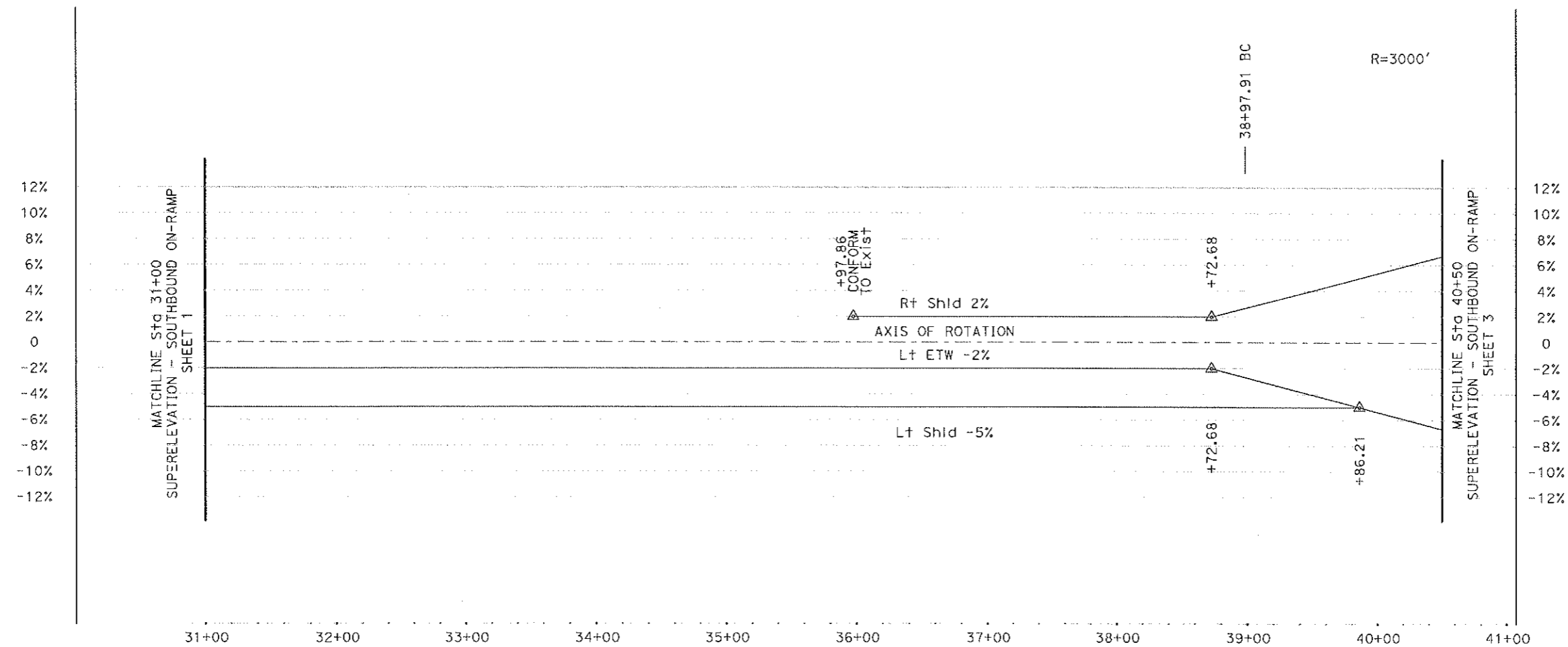
SUPERELEVATION - "WH3" SOUTHBOUND ON-RAMP
SHEET 1

Horiz SCALE: 1"=100'
Vert SCALE: 1"=10%

HDR 2365 Iron Point Road, Suite 300
Folsom, CA 95630
(916) 817-4700

**WHITNEY RANCH PARKWAY
INTERCHANGE**

CITY OF ROCKLIN
MAY 2010



SUPERELEVATION - "WH3" SOUTHBOUND ON-RAMP
SHEET 2

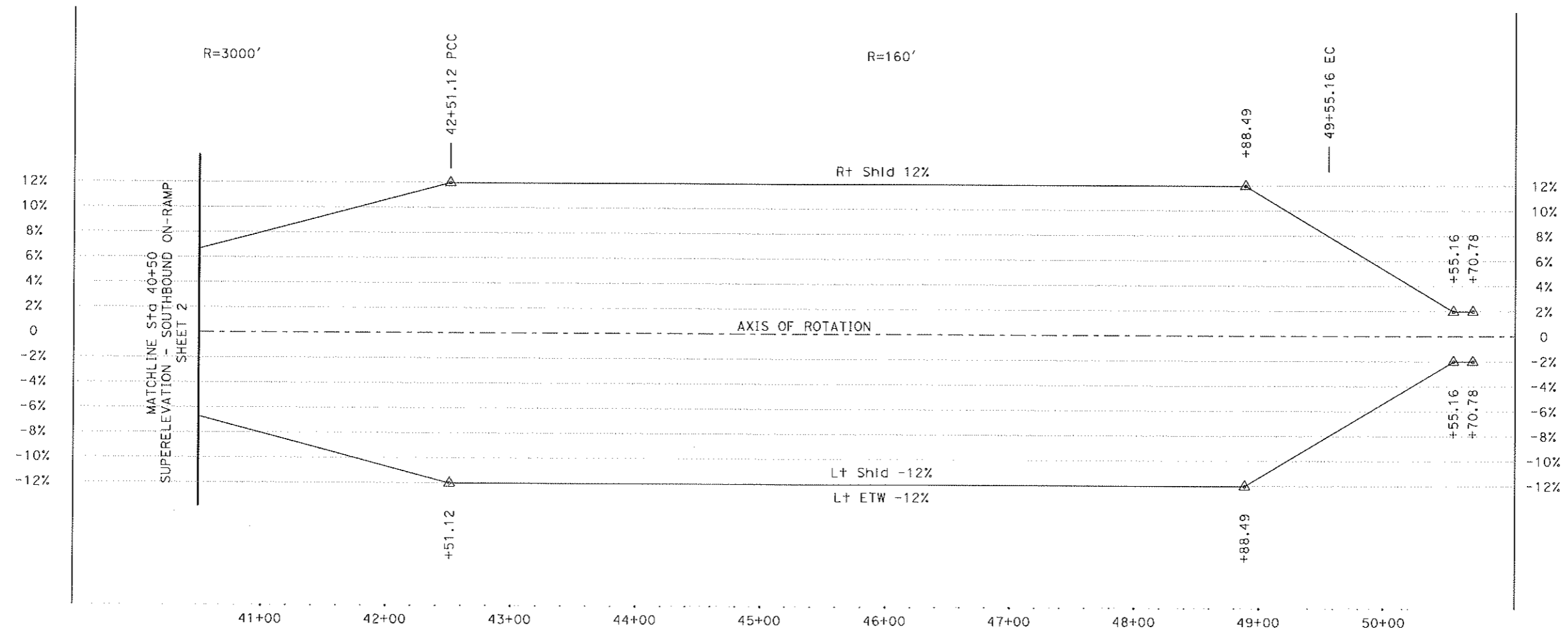
Horiz SCALE: 1"=100'
Vert SCALE: 1"=10'



2365 Iron Point Road, Suite 300
Folsom, CA 95630
(916) 817-4700

**WHITNEY RANCH PARKWAY
INTERCHANGE**

CITY OF ROCKLIN
MAY 2010



SUPERELEVATION - "WH3" SOUTHBOUND ON-RAMP SHEET 3

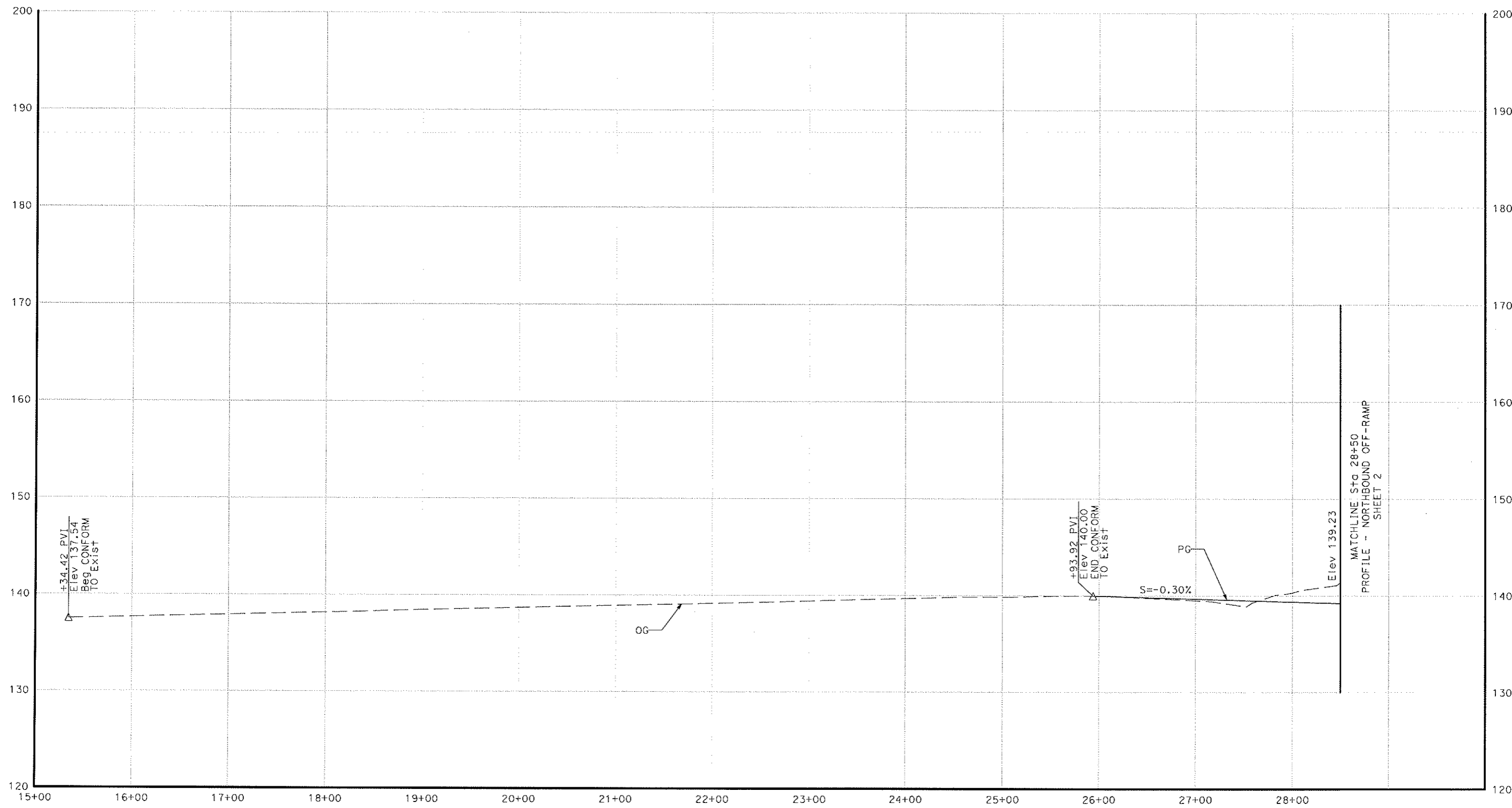
Horiz SCALE: 1"=100'
Vert SCALE: 1"=10%



2365 Iron Point Road, Suite 300
Folsom, CA 95630
(916) 817-4700

**WHITNEY RANCH PARKWAY
INTERCHANGE**

CITY OF ROCKLIN
MAY 2010



PROFILE - "WH4" NORTHBOUND OFF-RAMP
SHEET 1

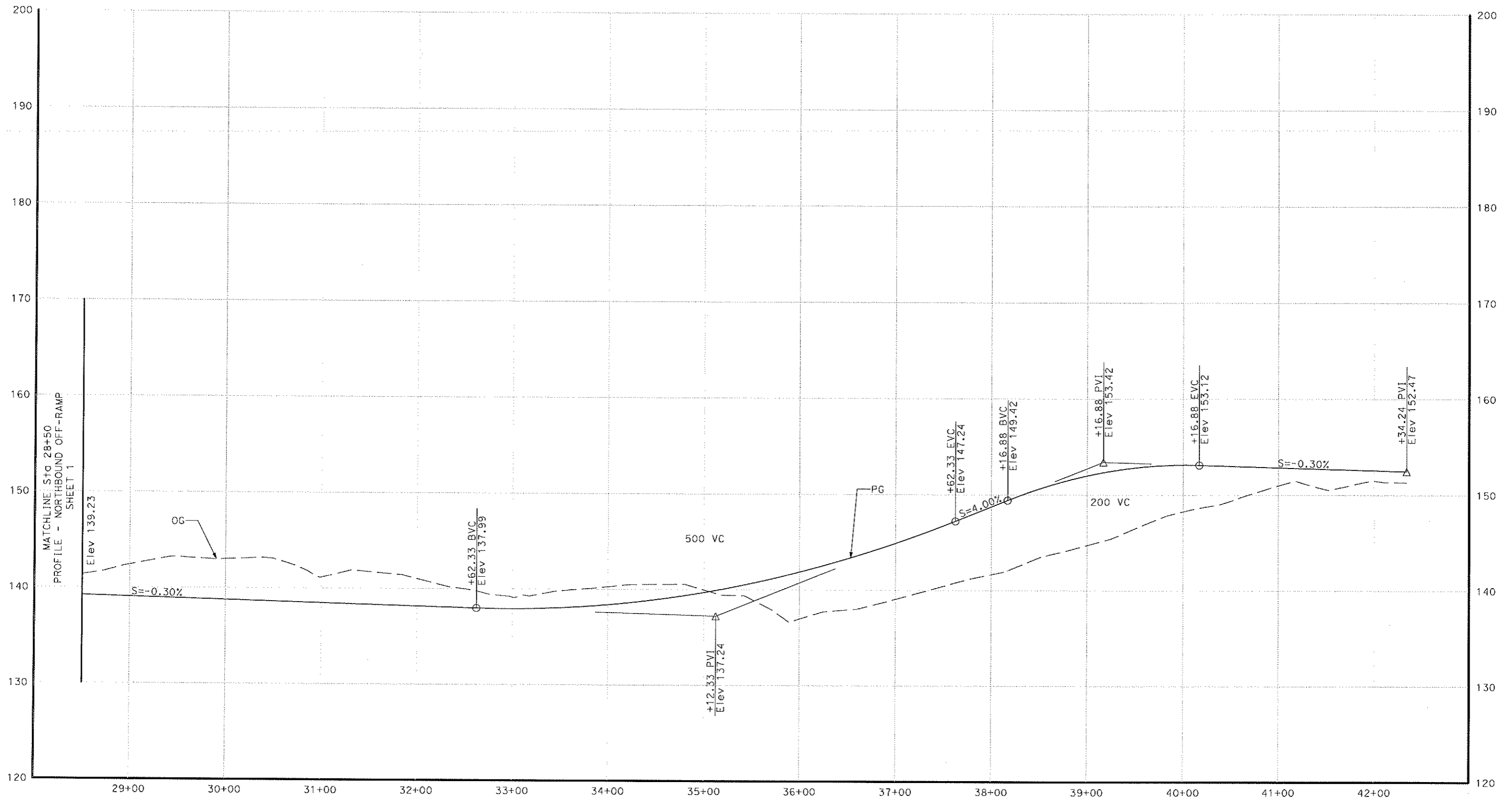
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
Horiz SCALE: 1"=100'
Vert SCALE: 1"=10'



2365 Iron Point Road, Suite 300
Folsom, CA 95630
(916) 817-4700

**WHITNEY RANCH PARKWAY
INTERCHANGE**

CITY OF ROCKLIN
MAY 2010



PROFILE - "WH4" NORTHBOUND OFF-RAMP
SHEET 2

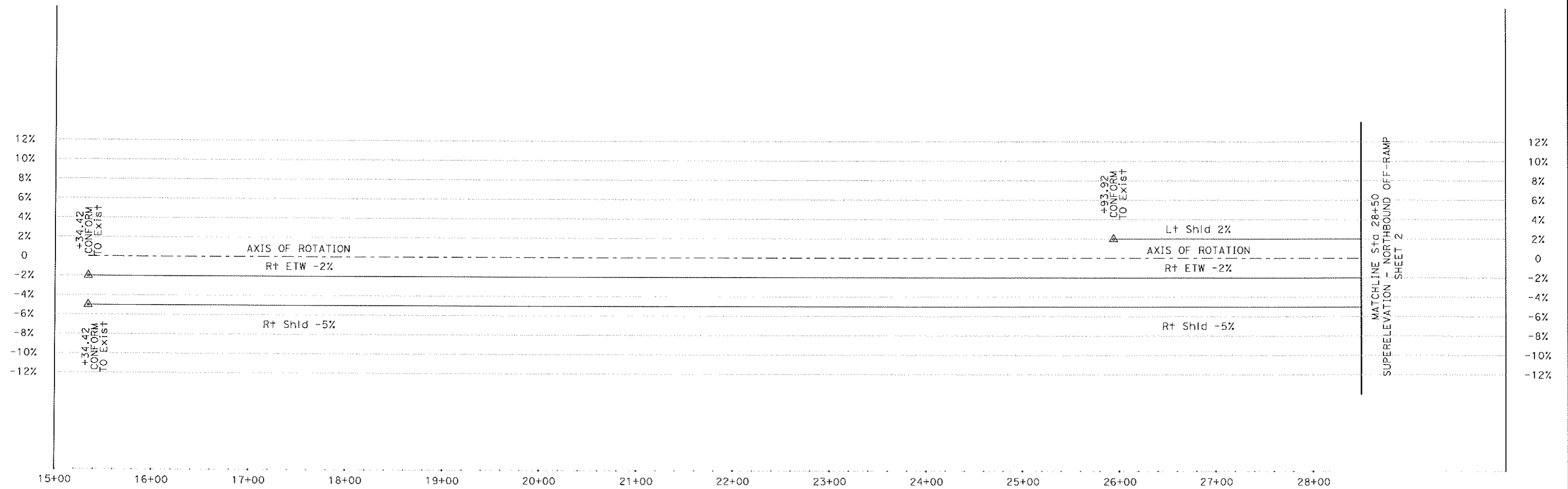
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
Horiz SCALE: 1"=100'
Vert SCALE: 1"=10'



2365 Iron Point Road, Suite 300
Folsom, CA 95630
(916) 817-4700

**WHITNEY RANCH PARKWAY
INTERCHANGE**

CITY OF ROCKLIN
MAY 2010



SUPERELEVATION - "WH4" NORTHBOUND OFF-RAMP
SHEET 1

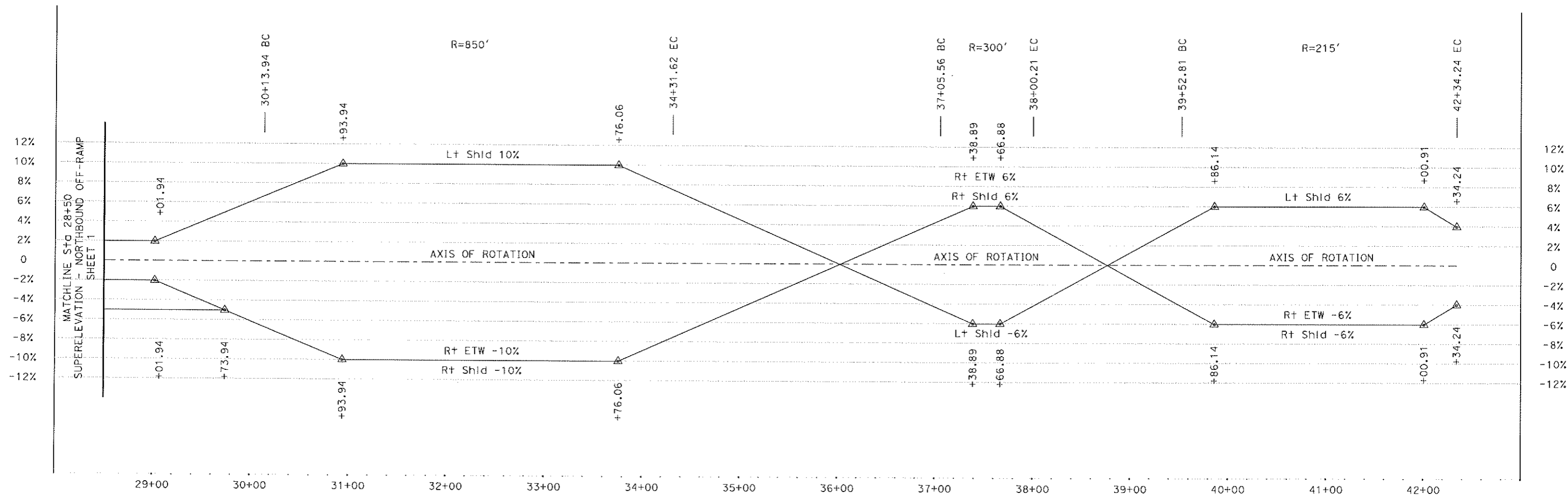


2365 Iron Point Road, Suite 300
Folsom, CA 95630
(916) 817-4700

Horiz SCALE: 1"=100'
Vert SCALE: 1"=10%

WHITNEY RANCH PARKWAY
INTERCHANGE

CITY OF ROCKLIN
MAY 2010



SUPERELEVATION - "WH4" NORTHBOUND OFF-RAMP SHEET 2

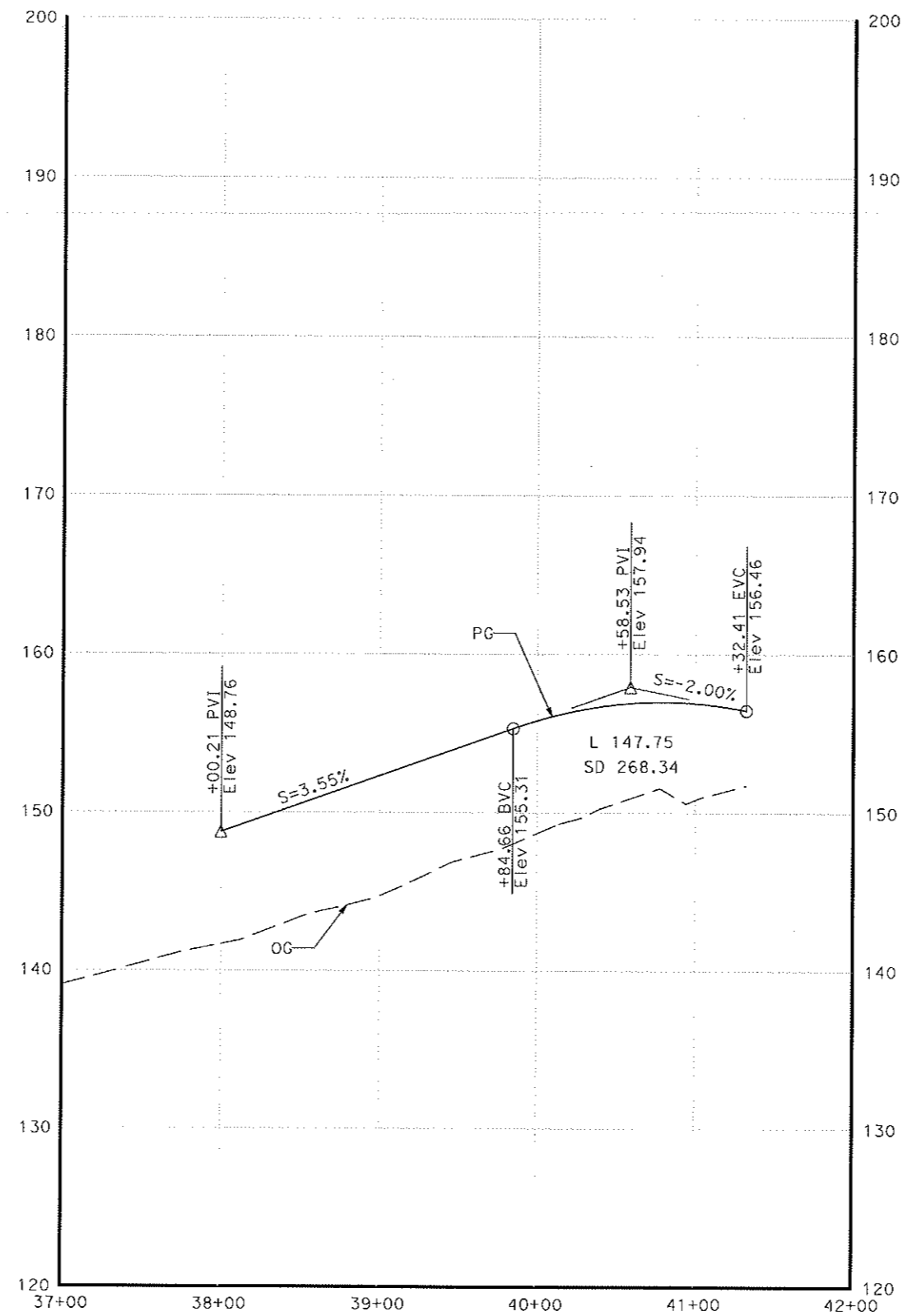
Horiz SCALE: 1"=100'
Vert SCALE: 1"=10%



2365 Iron Point Road, Suite 300
Folsom, CA 95630
(916) 817-4700

**WHITNEY RANCH PARKWAY
INTERCHANGE**

CITY OF ROCKLIN
MAY 2010



PROFILE - "WH4A" NORTHBOUND OFF-RAMP

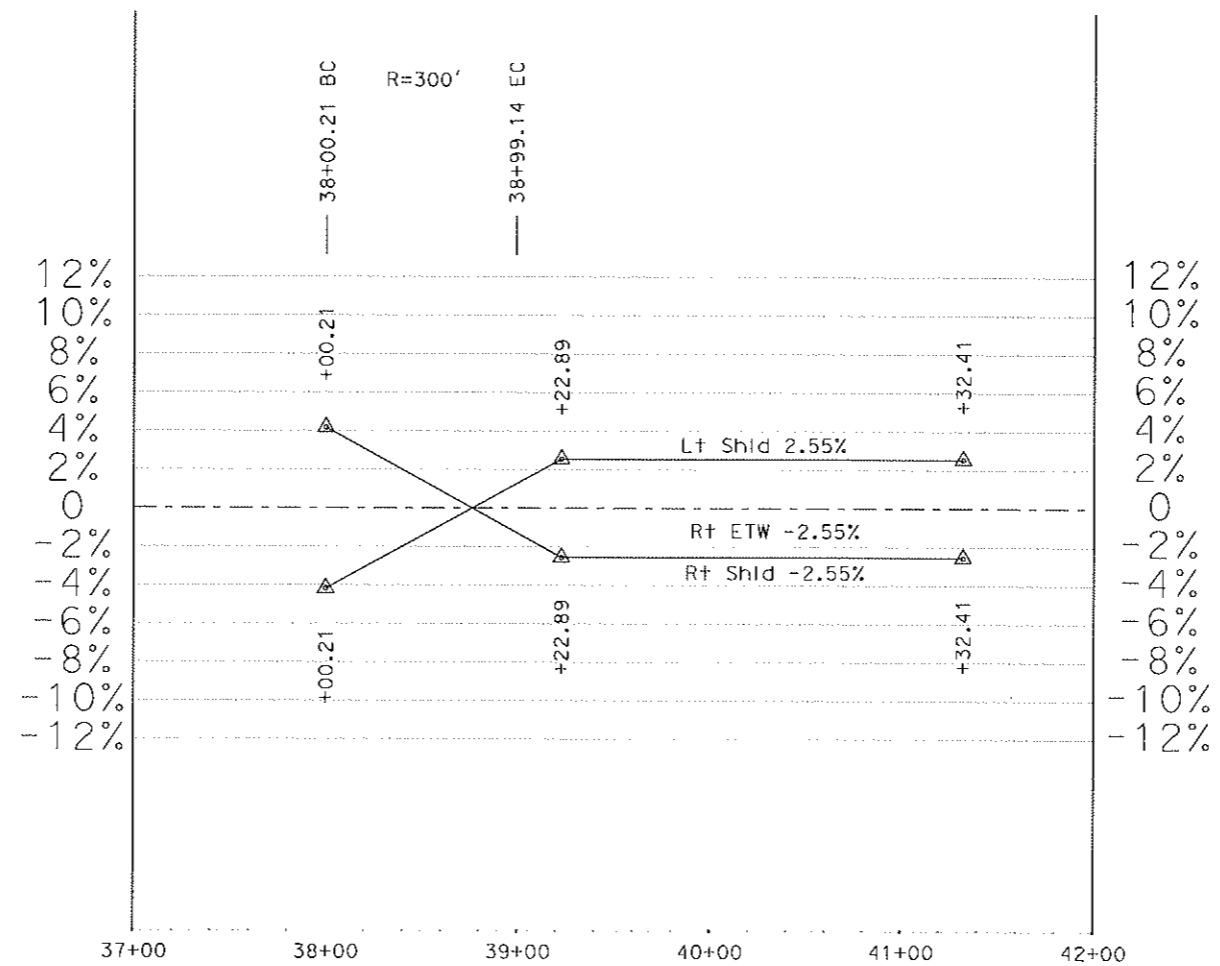
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
Horiz SCALE: 1"=100'
Vert SCALE: 1"=10'



2365 Iron Point Road, Suite 300
Folsom, CA 95630
(916) 817-4700

**WHITNEY RANCH PARKWAY
INTERCHANGE**

CITY OF ROCKLIN
MAY 2010



SUPERELEVATION - "WH4A" NORTHBOUND OFF-RAMP

ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
Horiz SCALE: 1"=100'
Vert SCALE: 1"=10'



2365 Iron Point Road, Suite 300
Folsom, CA 95630
(916) 817-4700

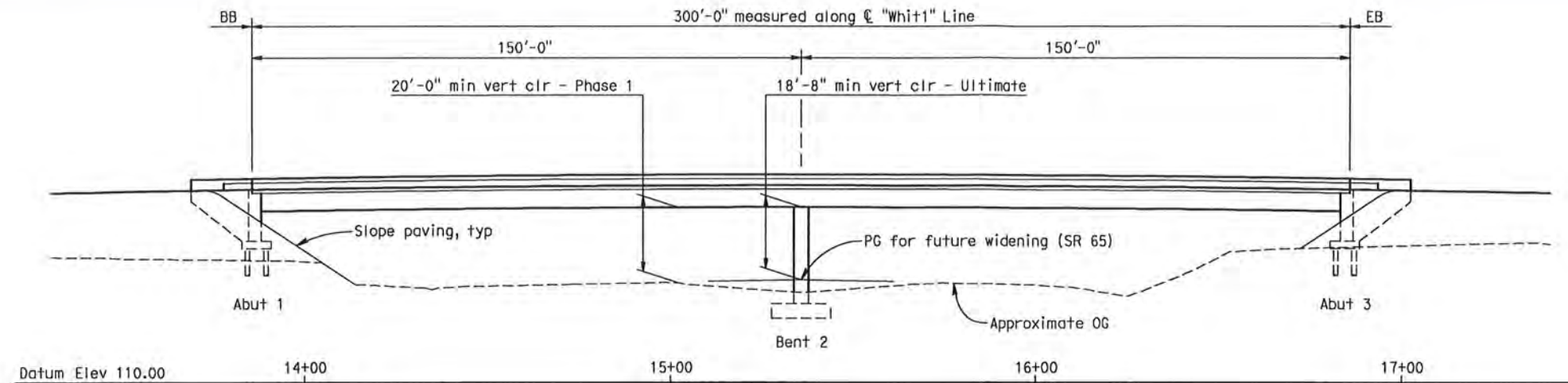
**WHITNEY RANCH PARKWAY
INTERCHANGE**

CITY OF ROCKLIN
MAY 2010

Attachment D

Advanced Planning Study

DIST.	COUNTY	ROUTE	POST MILES TOTAL PROJECT
03	Pla	65	10.1/11.1
City of Rocklin 3970 Rocklin Road Rocklin, CA 95677			
HDR Engineering, Inc 2365 Iron Point Rd., Suite 300 Folsom, CA 95630			



CURVE DATA				
No.	R	Δ	T	L
(1)	3000.00	6°44'45"	176.81	353.21

ELEVATION
1" = 20'

Assume CIDH concrete piling at abutments.

Vehicular Traffic

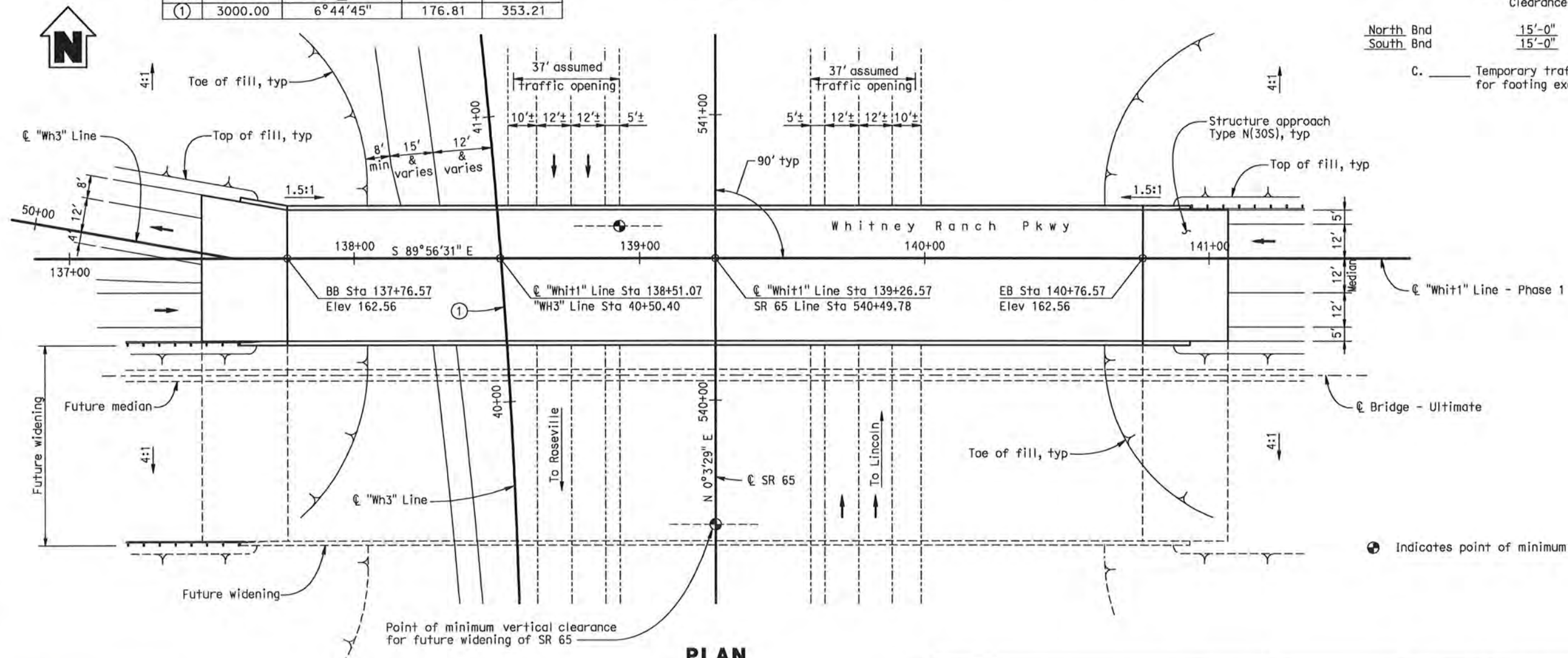
- ☒ New alignment. No traffic at the site.
- ☐ Traffic will be detoured away from the site.
- ☐ Traffic will be carried on the structure. Stage construction will not be required.
- ☒ Traffic will pass under the structure on SR 65

- ☐ No falsework allowed over traffic.
- ☒ Falsework opening(s) required:

Temporary Vertical Clearance Width of Traffic Opening

North Bnd	15'-0"	37'-0"
South Bnd	15'-0"	37'-0"

- ☐ Temporary traffic lane reduction needed for footing excavation (if required).



PLAN
1" = 20'

Indicates point of minimum vertical clearance.

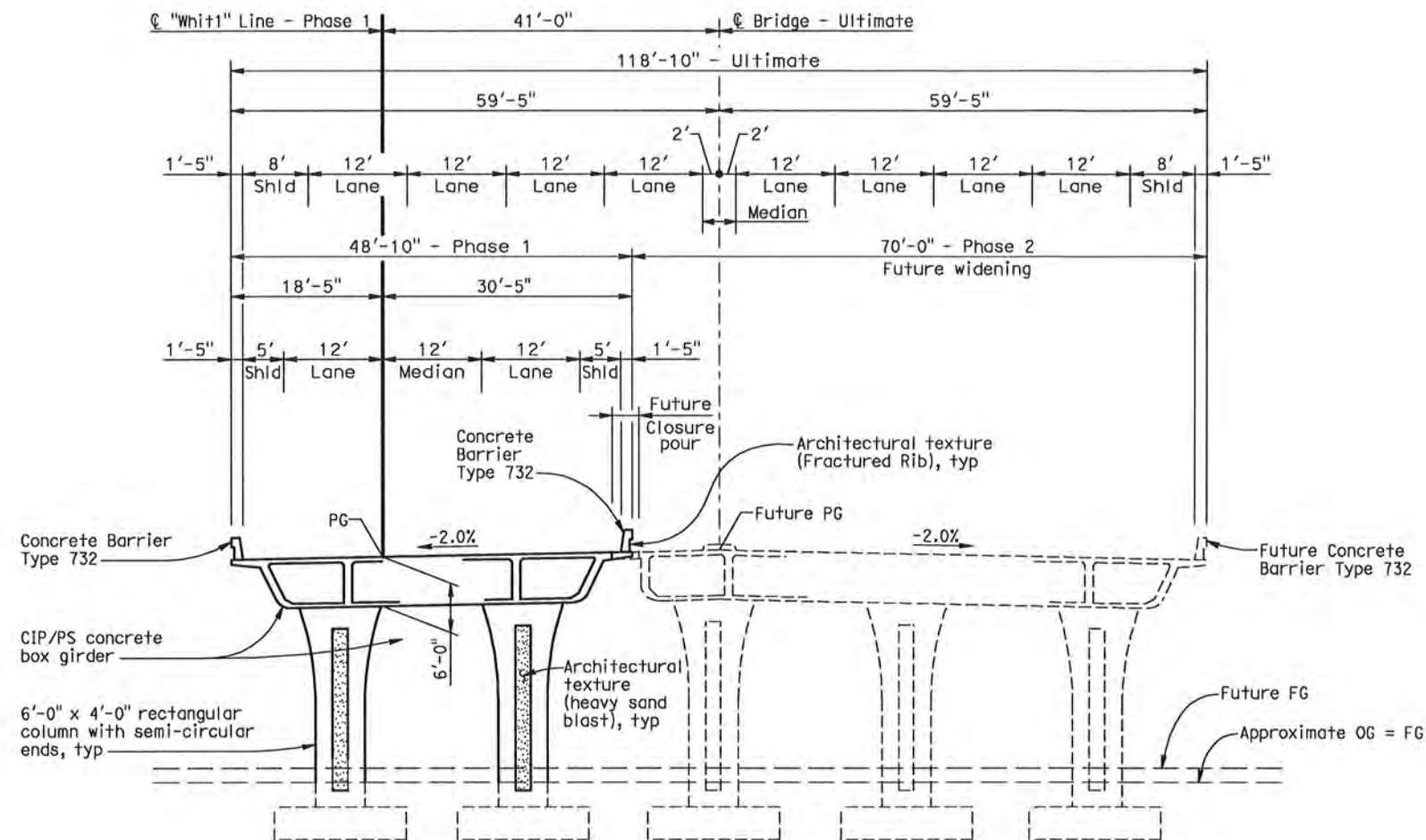
Chris Pedersen
DESIGN OVERSIGHT
12-3-09
SIGN OFF DATE

DESIGNED BY	T. KENG	DATE	11/09
DRAWN BY	J. VOUGHT	DATE	11/09
CHECKED BY		DATE	
APPROVED		DATE	

J. KLEMUNES
PROJECT ENGINEER

PLANNING STUDY			
WHITNEY RANCH PARKWAY OVERCROSSING			
BRIDGE NO.	TBD	CU	
SCALE:	As Noted	EA	03-2C5900

DIST.	COUNTY	ROUTE	POST MILES TOTAL PROJECT
03	Pla	65	10.1/11.1
City of Rocklin 3970 Rocklin Road Rocklin, CA 95677			
HDR Engineering, Inc 2365 Iron Point Rd., Suite 300 Folsom, CA 95630			



TYPICAL SECTION
1" = 10'

Date of Estimate	=	11-16-09
Structure Depth	=	6'-0"
Length	=	300'-0"
Width - Phase 1	=	48'-10"
Width - Phase II	=	70'-0"
Area - Phase 1	=	14,650 SF
Area - Phase II	=	21,000 SF
Cost/SF including 10% Mobilization & 25% Contingency	=	\$ 180
Total - Phase 1	=	\$ 2,640,000
Total - Phase II	=	\$ 3,800,000

Chris Friedman
DESIGN OVERSIGHT
12-3-09
SIGN OFF DATE

DESIGNED BY	T. KENG	DATE	11/09
DRAWN BY	J. VOUGHT	DATE	11/09
CHECKED BY		DATE	
APPROVED		DATE	

J. KLEMUNES PROJECT ENGINEER		PLANNING STUDY	
		WHITNEY RANCH PARKWAY OVERCROSSING	
BRIDGE NO.	TBD	CU	
SCALE:	As Noted	EA	03-2C5900

Attachment E

Cost Estimate

PRELIMINARY COST ESTIMATE
CITY OF ROCKLIN
SR 65 WHITNEY RANCH INTERCHANGE

Project Name: SR 65 Whitney Ranch Interchange

Project Description: This project proposes to construct an interchange at Whitney Ranch Parkway
and State Route 65 (PM 10.1/11.1) in the City of Rocklin.

Proposed Improvement: The interchange will be a combination of L-2 and L-9 standard interchange layout;
consisting of a Southbound diagonal off, Southbound loop on, Northbound diagonal off, and Northbound diagonal on.

A two-lane overcrossing structure and 12' painted median will accommodate future traffic volumes.

Note: This estimate is based on 2009/2010 cost data. An escalation rate of 3.5% is used for construction costs.

2010/2011 = \$16,457,000; 2011/2012 = \$17,033,000; 2012/2013 = \$17,629,000

Alternative: _____

ROADWAY ITEMS	\$13,200,000
STRUCTURES ITEMS	\$2,700,000
SUBTOTAL CONSTRUCTION	\$15,900,000
RIGHT OF WAY	\$573,000
TOTAL PROJECT COST	\$16,500,000

Prepared by

Henry Luu
(Signature)

Approved by Project Engineer

Sten C. Bolander
(Signature)

Phone #: 916-471-5800

Date: Feb-10

PRELIMINARY COST ESTIMATE
CITY OF ROCKLIN
SR 65 WHITNEY RANCH INTERCHANGE

I. ROADWAY ITEMS

Section 1 Earthwork	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
Roadway Excavation	12,311	CY	\$30.00	\$369,321	
Clearing & Grubbing	1	LS	\$50,000.00	\$50,000	
Import & Borrow	105,534	CY	\$30.00	\$3,166,020	
Import & Borrow (within site)	-	CY	\$5.00	\$0	
Remove AC Surfacing	421	CY	\$30.00	\$12,630	
					<u>\$3,600,000</u>
Total Earthwork					
Section 2 Structural Section					
Asphalt Concrete	12,039	Ton	\$100.00	\$1,203,900	
Aggregate Base	18,660	CY	\$40.00	\$746,400	
Asphalt Concrete OGFC	1,927	Ton	\$160.00	\$308,320	
Remove Existing Roadway	-	LS	\$0.00	\$0	
					<u>\$2,260,000</u>
Total Structural Section					
Section 3 Drainage					
Major Drainage	1	LS	\$640,000.00	\$640,000	
Minor Drainage	1	LS	\$10,000.00	\$10,000	
					<u>\$650,000</u>
Total Drainage					
Section 4 Specialty Items					
Landscaping/Irrigation	-	LS	\$0.00	\$0	
Prepare SWPPP	1	LS	\$10,000.00	\$10,000	
Erosion Control	1	LS	\$700,000.00	\$700,000	
Minor Concrete(C,G,&S)	-	CY	\$296.00	\$0	
Sound Wall	-	SF	\$24.00	\$0	
					<u>\$710,000</u>
Subtotal Specialty					

**PRELIMINARY COST ESTIMATE
CITY OF ROCKLIN
SR 65 WHITNEY RANCH INTERCHANGE**

Section 4 Specialty Items (cont'd)	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Retaining Wall	-	SF	\$57.00	\$0	
Metal Beam Guard Railing	-	LF	\$23.00	\$0	
	Subtotal Specialty				\$0
	Total Specialty				\$710,000
Section 5 Traffic Items					
Traffic Handling	1	LS	\$480,000.00	\$480,000	
NB Ramp Metering System (Location)	1	LS	\$50,000.00	\$50,000	
SB Ramp Metering System (Location)	1	LS	\$50,000.00	\$50,000	
Highway Lighting	1	LS	\$300,000.00	\$300,000	
Street Lighting	-	LS	\$0.00	\$0	
Signing and Striping	1	LS	\$820,000.00	\$820,000	
	Total Traffic Items				\$1,700,000
	SUBTOTAL SECTIONS 1-5				\$8,920,000
	USE				\$8,920,000

PRELIMINARY COST ESTIMATE
CITY OF ROCKLIN
SR 65 WHITNEY RANCH INTERCHANGE

Section 6 Minor Items

Subtotal Sections 1-5	<u>\$8,920,000</u> x (10%)	<u>\$892,000</u>	
	Total Minor Items		<u>\$892,000</u>

Section 7 Roadway Mobilization

Subtotal Sections 1-5	<u>\$8,920,000</u>		
Minor Items	<u>\$892,000</u>		
Sum	<u>\$9,812,000</u> x (10%)	<u>\$981,200</u>	
	Total Roadway Mobilization		<u>\$981,000</u>

Section 8 Roadway Additions

Supplemental

Subtotal Section 1-5	<u>\$8,920,000</u>		
Minor Items	<u>\$892,000</u>		
Sum	<u>\$9,812,000</u> x (5%)	<u>\$490,600</u>	

Contingencies

Subtotal Section 1-5	<u>\$8,920,000</u>		
Minor Items	<u>\$892,000</u>		
Sum	<u>\$9,812,000</u> x (20.0%)	<u>\$1,962,400</u>	

Total Roadway Additions \$2,450,000

TOTAL ROADWAY ITEMS \$13,200,000
(Total of Section 1-8)

USE \$13,200,000

Estimate Prepared By: Henry Luu

Phone #: 916-471-5800

Date: Feb-10

**PRELIMINARY COST ESTIMATE
CITY OF ROCKLIN
SR 65 WHITNEY RANCH INTERCHANGE**

II. STRUCTURES ITEMS

Bridge Name	<u>Whitney Ranch OC</u>
Structure Type	<u>CIP/PS Conc Box Girder</u>
Width, FT (out to out)	<u>48.83</u>
Span Lengths, FT	<u>300</u>
Total Area, SF	<u>14,650</u>
Footing Type (pile/spread)	<u>Pile at Abuts</u>
Cost per SF (includes 10% mobilization and 25% contingency)	<u>\$180</u>
Total Cost for Structure	<u>\$2,636,982</u>

Total Struct. & Rem. \$2,636,982

USE \$2,700,000

Total Structures Items \$2,700,000

COMMENTS: Cost provided by Titus Keng on 11-16-09 APS

Estimate Prepared By: Henry Luu Phone #: 916-471-5800

Date: Feb-10

**PRELIMINARY COST ESTIMATE
CITY OF ROCKLIN
SR 65 WHITNEY RANCH INTERCHANGE**

III. RIGHT OF WAY

	Current Values	Escalation Rate	Escalated Values
Acquisition, including excess lands and damages to remainder(s)	\$378,900	2.00%	\$386,478
Project Permit Fees	\$100,000	0.00%	\$100,000
Utility Relocation (Project share)	-	0.00%	-
Purchase/Clearance/Demolition	-	0.00%	-
RAP	-	0.00%	-
Title and Escrow Fees	\$8,000	5.00%	\$8,400
Total Right of Way	\$494,878		

TOTAL ESCALATED RIGHT OF WAY	\$494,878
Right of Way TCE (10%)	\$0
Right of Way Contingency (20%)	\$77,296
TOTAL RIGHT OF WAY	\$572,174
TOTAL UTILITY	-
TOTAL	\$572,174
USE	\$573,000

Right of Way Take	SF	Acre
Northeast Quadrant	19,436	0.45
Northwest Quadrant	86,913	2.00
Southeast Quadrant	14,909	0.34
Southwest Quadrant	-	0.00
	-	-
	121,258	2.8

COMMENTS Cost per HDR Engineering 2-1-10
20% contingency is for ROW acquisition only.

Estimate Prepared By: Henry Luu

Phone #: (916) 817-4700

Date: Feb-10

**PRELIMINARY COST ESTIMATE
CITY OF ROCKLIN
SR 65 WHITNEY RANCH INTERCHANGE**

COST ESTIMATE HISTORY

Note: Estimator to include who, what, when, where, why, and how.

Date/Comment HDR COST ESTIMATE ASSUMPTIONS / RATIONALE:

Section I

- | | | |
|---|-----------------------------------|---|
| 1 | Roadway Items | |
| | a) Roadway Excavation | Quantity came from Inroads 'cut' earthwork. |
| | b) Clearing & Grubbing | |
| | c) Import & Borrow | Quantity came from Inroads 'fill' Earthwork. Additional 10% added to the total volume to account for soil compaction. |
| | c1) Import & Borrow (within site) | - |
| | d) Remove AC Surfacing | Assume existing Sunset ramps have 0.58' AC |
| 2 | Structural Section | |
| | a) Asphalt Concrete | Assumed 0.50' |
| | b) Aggregate Base | Assumed 1.55' |
| | c) Asphalt Concrete OGFC | Assumed 0.08' |
| 3 | Drainage | |
| | a) Major Drainage | 2 x \$280,000 (culvert ext. for SB-off and NB-on) + \$80,000 (72" RCP NB-off) |
| | b) Minor Drainage | Assuming 6 Drop inlets/Catch basins |
| 4 | Specialty Items | |
| | a) Landscaping/Irrigation | No landscaping is proposed for this project |
| | b) Prepare SWPPP | - |
| | c) Erosion Control | Nearly 7 acres would be hydroseeded; at \$1/SF, used \$300,000
Temporary Erosion Control of \$400,000 based on the Sunset Blvd I/C cost estimate |
| | d) Minor Concrete(C,G,&S) | - |
| | e) Sound Wall | - |
| | f) Retaining Wall | - |
| | g) Metal Beam Guard Rail | - |
| 5 | Traffic Items | |
| | a) Traffic Handling | Assumed 200 working days @ \$2400/day based on TMP |
| | b) Traffic Signals | - |
| | c) Highway Lighting | Based on Vincent Fung preliminary estimate |
| | d) Street Lighting | - |
| | e) Signing/Striping | Based on Vincent Fung preliminary estimate |
| 6 | Minor Items | 10% of total from sections 1 through 5 |
| 7 | Roadway Mobilization | 10% of sum of Sections 1-5 and section 6 |
| 8 | Roadway Additions | |
| | a) Supplemental | 5% of sum of Sections 1-5 and section 6 |
| | b) Contingencies | 20% of sum of Sections 1-5 and section 6 |

Section II

Structures Items

Cost provided by Titus Keng per 11-16-09 APS
Estimate is for single stage construction

Section III

Right of Way

	SF	Acre	
017-081-002	7163.06	0.164	This parcel contains a conservation easement that is impacted
017-081-003	24261.7	0.557	
017-081-004	55488.5	1.274	
491-010-012	19436	0.446	No cost associated with acquisition
017-081-058	14909	0.342	No cost associated with acquisition

Attachment F

Right of Way Data Sheet

RIGHT OF WAY DATA SHEET

State of California/DOT Exhibit 4-EX-1



ONE COMPANY
Many SolutionsSM

Date Feb-10
Dist 03 Co Placer Rte 65 PM 10.1/11.1
EA 03-2C5900
Project Description Extend Whitney Ranch Park-
way to SR 65 and construct new IC connection.

1. Right of Way Cost Estimate:

	Current Value Future Use	Escalation Rate	Escalated Value
A. Total Acquisition Cost	\$ 378,900	2 %	\$ 386,478
Project Permit Fees	\$ 100,000		\$ 100,000
B. Utility Relocations	\$ 0		\$
C. Relocation Assistance	\$ 0		\$
D. Clearance/Demolition	\$ 0		\$
E. Title and Eserow	\$ 8,000	5 %	\$ 8,400
Sub Total Estimated Cost of Right of Way	\$ 486,900		\$ 494,878
G. Construction Contract Work	\$ 0		\$
Contingency (Esc. Acquisition Costs Only)	20 %		\$ 77,296
		Total	\$ 572,174
		Round	\$ 573,000

2. Current Date of Right of Way Certification

2/1/2012

3. Parcel Data:

To be entered into PMCS EVNT RW Screen.

Type	Dual/Apppr	Utilities
X	0	U4-1 0
A	2	-2 0
B	3	-3 0
C	0	-4 0
D	0	U5-7 0
E	0	-8 0
F	0	-9 0

Total 5

Areas:

R/W: 2.783 acres

Excess: N/A

No. Excess Pcls: 0

RR Involvements

None	X
C&M Agrmt	
Svc Contract	
Design	
Const.	
Lic/RE/Clauses	

Misc. R/W Work

RAP Displ	N/A
Clear/Demo	N/A
Const Permits	0
Condemnation	0
Excess	0

4. Are there any major items of construction contract work?

Yes ☐ No ☒

	2365 Iron Point Road, Suite 300 Folsom, CA 95630	Phone (916) 817-4700 Fax (916) 817-4747 www.hdrinc.com
--	---	--

RIGHT OF WAY DATA SHEET

State of California/DOT Exhibit 4-EX-1



ONE COMPANY
Many SolutionsSM

Date	Feb-10						
Dist	03	Co	Placer	Rte	65	PM	10.1/11.1
EA	03-2C5900						
Project Description	Extend Whitney Ranch Park-way to SR 65 and construct new IC connection.						

5. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.).

All 5 impacted parcels are vacant. The 3 parcels on the west side of SR 65 are in Placer County and zoned BP-Dc-FH (Business Park, Design Review, Flood Hazard) and are each part of "larger parcels" with the adjoining APNs directly west and adjacent to Industrial Avenue. Zoning is consistent with the HABU of the properties other than APN 017-081-003 which is encumbered (approx 90% per Placer County) with a conservation easement for which mitigation may or may not be required, however, an estimated cost has been included under Project Permit Fees. The two impacted parcels east of SR 65 are within the City of Rocklin limits and the portions of the properties required for the project are subject to dedication as confirmed with City's Planning Dept. The parcels are zoned PD-C (Planned Development Commercial) which is consistent with their HABU.

6. Is there an effect on assessed valuation? Yes ☐ No ☒

7. Are utility facilities or rights of way affected? Yes ☐ No ☒

8. Are Railroad facilities or rights of way affected? Yes ☐ No ☒

9. Were any previously unidentified sites with hazardous waste and/or material found?
Yes ☐ None Evident ☒

10. Are RAP displacements required? Yes ☐ No ☒

11. Are there Material Borrow and/or Disposal Sites required? Yes ☐ No ☒

12. Are there potential relinquishments and/or abandonments? Yes ☐ No ☒

13. Are there any existing and/or potential airspace sites? Yes ☐ No ☒

	2365 Iron Point Road, Suite 300 Folsom, CA 95630	Phone (916) 817-4700 Fax (916) 817-4747 www.hdrinc.com
--	---	--

RIGHT OF WAY DATA SHEET

State of California/DOT Exhibit 4-EX-1



ONE COMPANY
Many SolutionsSM

Date Feb-10
Dist 03 Co Placer Rte 65 PM 10.1/11.1
EA 03-2C5900
Project Description Extend Whitney Ranch Park-
way to SR 65 and construct new IC connection.

14. Indicate the anticipated Right of Way schedule and lead time requirements. (Discuss if district proposes less than PMCS lead time and/or if significant pressures for project advancement are anticipated.)

Based on the R/W requirements, R/W will require a lead time of 18 months from the date regular appraisals can begin to project certification.

15. Is it anticipated that Caltrans staff will perform all Right of Way work?

Yes

☐

No

☒

Evaluation Prepared By:

Name HDR Engineering, Inc.

Date 02-15-10

Recommended for Approval:

Patricia L. Jones, HDR Engineering, Inc.
California Real Estate License #01847809

I have personally reviewed this Right of Way Data Sheet and all supporting information. I certify that the probable Highest and Best Use, estimated values, escalation rates, and assumptions are reasonable and proper, and I find this Data Sheet complete and current.

District Division Chief/Regional Manager
Right of Way

06-09-10
Date

	2365 Iron Point Road, Suite 300 Folsom, CA 95630	Phone (916) 817-4700 Fax (916) 817-4747 www.hdrinc.com
--	---	--

PERMITTER	ESTIMATED COST	TYPE OF PERMIT	DATE TO EXPEND
Conservation Easement	\$100,000		
TOTAL	\$100,000		
GRAND TOTAL FROM ALL PAGES	\$100,000		

Transportation Management Plan Data Sheet

Memorandum

To: Rebecca Mowry, P.M.
Attn: John Klemunes

Date: 11/16/2009

EA: 03-2C5900
03-PLA-65-PM 10.1/11.1
Construct new interchange

From: Daniel Bui, PE
TMP Coordinator

Subject: Transportation Management Plan (TMP) Data Sheet

Background

- This project is located on State Route 65 in the City of Rocklin in Placer County. It will be from Sunset Boulevard Interchange conform PM 10.1 to PM 11.1 south of Twelve Bridges Drive Interchange. This section of Route 65 has 2 lanes in each direction with an unpaved median.
- The project proposes to extend Whitney Ranch Parkway to SR 65 and to include the construction of a Type L-9 partial cloverleaf interchange for the southbound ramps and a Type L-2 spread diamond interchange for the northbound ramps. The proposed interchange would include the construction of a three-lane overcrossing. This alternative also includes adding continuous auxiliary lanes on SR 65 between the Sunset Boulevard interchange and the Whitney Ranch Parkway interchange.
- For detail description of locations, type of roadways or highways, Peak-Hour volumes (both directions combined) and AADT volumes refer to **Table-1**.

Table-1: Traffic Volumes (2008 Traffic Volumes on California State Highways)			
Location Description	Type of roadway	Peak-Hour (both directions combined)	AADT
03-PLA-65-PM R9.569	Expressway	5,100 vph	66,000 vpd
03-PLA-65-PM R11.921	Expressway	4,200 vph	51,000 vpd

Recommendation

- Lane closures on SR 65 will be prohibited during most daytime hours and on holidays.
- The maximum length of any lane closure shall be limited to 1 mile.
- For falsework placement and removal, a median cross-over should be used.
- Directional closures of SR-65 will be allowed only if assigned detour is in place. Full directional closures shall be limited to four hours in duration.
- Full closures of SR-65 will not be allowed.
- Detour shall be in place during directional closures.
- No lane closures will be allowed on special days, designated legal holidays, day preceding designated legal holidays, and when construction operations are not actively in progress.
- Coordination with projects within, or nearby the project limits will be required to avoid conflicts. Care should be taken in the timing of the schedules of each project to ensure that they are not constructed at the same time, or at a minimum to ensure that all projects are coordinated during construction to minimize any interference among the various projects.
- Portable changeable message signs (PCMS) will be required in each direction of traffic during construction for each lane or shoulder closure.
- If excavation will be performed within 8-feet or less from the edge of traveled way, the use of K-rail is recommended to separate the work zone from the public traffic.
- Temporary traffic screens shall be required on the K-rail.
- Work behind K-rail may be performed at any time.
- Lane closure charts will be developed prior to P&E.

Cost

- For estimating purposes, use \$2,400 per traffic control working day to estimate the costs that are required for the Traffic Management Plan (TMP) items. These items include:
 - Traffic Control System \$1,500 per day.
 - Portable Changeable Message Signs \$300 per day.
 - Maintain Traffic (flaggers, advanced flaggers, and intersection flaggers) \$600 per day.

P & E Requirement

To complete a TMP for this project, please provide the following to the Office of Traffic Management Planning at least three months prior to P&E: project description, title sheet, typical cross sections, layout sheets, construction cost estimates, number of working days, project schedule, and a contact person.

Needed Resources

TMP office will need the following resources to complete our work:

Activity 160	130 hours
Activity 230	250 hours
Activity 255	60 hours
Activity 265	20 hours
Activity 270	80 hours
Activity 285	20 hours

D-3 TRANSPORTATION MANAGEMENT PLAN CHECKLIST

District / EA: 03-2C5900
 Date Prepared: October 30, 2009
 Prepared By: Daniel Bui

Co.Rte.-PM.(KP) 03-PLA-65
 Location: 10.1/11.1

Stage of Project (X box) ☐ PID ☐ PSR ☒ PR ☐ PS&E

Description: Whitney Ranch Interchange

1.0 Public Information Strategies

- 1.1 Brochures and Mailers
- 1.2 Media Releases (& minority media sources)
- 1.3 Paid Advertising
- 1.4 Public Information Center
- 1.5 Public Meetings/Speakers Bureau
- 1.6 Project Telephone Hotline
- 1.7 Internet, E-Mail
- 1.8 Local cable TV and News
- 1.9 Notification to Impacted groups
(i.e. bicycle users, pedestrians with disabilities, others)
- 1.10 Project Web Page
- 1.11 Caltrans Public Information Office
- 1.12 Consultant Public Information Office
- 1.13 Other items

REQUIRED	RECOMMENDED	NOT APPLICABLE	BEES Item No.	COMMENTS	REQUIRED IN SPEC.
	<input checked="" type="checkbox"/>			Property owners	
		<input checked="" type="checkbox"/>			
		<input checked="" type="checkbox"/>			
		<input checked="" type="checkbox"/>			
		<input checked="" type="checkbox"/>	066063		
		<input checked="" type="checkbox"/>			
		<input checked="" type="checkbox"/>			
	<input checked="" type="checkbox"/>			Recommend by PIO	
	<input checked="" type="checkbox"/>			Recommend by PIO	
	<input checked="" type="checkbox"/>		066063	Recommend by PIO	
		<input checked="" type="checkbox"/>			
		<input checked="" type="checkbox"/>			

2.0 Traveler Information Strategies

- 2.1 Changeable Message Signs (permanent)
- 2.2 Changeable Message Signs (portable)
- 2.3 Special Construction Signs
- 2.4 Traveler Information Systems (CHIN/Internet)
- 2.5 Highway Advisory Radio "HAR" (fixed or mobile)
- 2.6 Radar Speed Sign
- 2.7 Traffic Management Team
- 2.8 Revised Transit Schedules/ Maps
- 2.9 Bicycle community information
- 2.10 Other item

	<input checked="" type="checkbox"/>			If available within project limits	
<input checked="" type="checkbox"/>			128650		<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>			120690		<input checked="" type="checkbox"/>
	<input checked="" type="checkbox"/>		861985		
	<input checked="" type="checkbox"/>		860520	If available within project limits	
		<input checked="" type="checkbox"/>	066064		
		<input checked="" type="checkbox"/>			
		<input checked="" type="checkbox"/>			
	<input checked="" type="checkbox"/>			Recommend by PIO	
		<input checked="" type="checkbox"/>			

3.0 Incident Management

- 3.1 COZEOP
- 3.2 Freeway Service Patrol (tow truck service patrol)
- 3.3 Traffic Surveillance Stations (loops or CCTV)
- 3.4 Transportation Management Center
- 3.5 Traffic Control Inspector (Caltrans)
- 3.6 Traffic Management Team
- 3.7 On-site Traffic Advisor (contractor)
- 3.8 Other items

<input checked="" type="checkbox"/>			066062	During construction	
		<input checked="" type="checkbox"/>	066065		
		<input checked="" type="checkbox"/>	066876		
		<input checked="" type="checkbox"/>			
	<input checked="" type="checkbox"/>			During construction	
		<input checked="" type="checkbox"/>			
		<input checked="" type="checkbox"/>			
		<input checked="" type="checkbox"/>			

4.0 Construction Strategies

- 4.1 Delay damage clause
- 4.2 Night work
- 4.3 Weekend Work
- 4.4 Extended Weekend Closures
- 4.5 Planned Lane Closures
- 4.6 Planned Ramp/Connector Closures
- 4.7 Total Facility Closure
- 4.8 Project Phasing
- 4.9 Truck Traffic Restrictions
- 4.10 Reduced Lane Widths

<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>
	<input checked="" type="checkbox"/>				
		<input checked="" type="checkbox"/>			
<input checked="" type="checkbox"/>				Directional closures	<input checked="" type="checkbox"/>
		<input checked="" type="checkbox"/>			
		<input checked="" type="checkbox"/>			
	<input checked="" type="checkbox"/>			Coordinate adjacent projects	
		<input checked="" type="checkbox"/>			
	<input checked="" type="checkbox"/>			May reduce to 11' min.	

	REQUIRED	RECOMMENDED	NOT APPLICABLE	BEEES Item No.	COMMENTS	REQUIRED IN SPEC.
4.0 Construction Strategies (Continued)						
4.11 Temporary K-Rail		X		129000		
4.12 Temporary Traffic Screens	X			129150	For any work with k-rail	X
4.13 Reduced Speed Zones			X			
4.14 Traffic Control Improvements			X			
4.15 Contingency Plans	X					X
4.15.1 Material Plant on standby			X			
4.15.2 Extra Critical Equipment on site			X			
4.15.3 Material Testing Plan			X			
4.15.4 Alternate Material on site (In case of failure or major delays)			X			
4.15.5 Emergency Detour Plan	X					
4.15.6 Emergency Notification Plan	X					
4.15.7 Weather Conditions Plan		X				
4.15.8 Delay Timing and Documentation Plan		X				
4.15.9 Late Closure Reopening Notification		X				
4.16 Signal timing modification			X			
4.17 Coordination with adjacent construction	X					X
4.18 Double Fine Zone (signs)			X			
4.19 Right of Way Delay			X	066022		
4.20 Other Items			X			
5.0 Demand Management						
5.1 HOV Lanes/Ramps			X			
5.2 Ramp metering			X			
5.3 Park-and-Ride Lots			X			
5.4 Parking Management/Pricing			X			
5.5 Rideshare Incentives			X			
5.6 Rideshare Marketing			X	066069		
5.7 Transit, Train, or Light-Rail Incentives			X	066066		
5.8 Transit Service Modification			X			
5.9 Variable Work Hours			X			
5.10 Telecommute			X			
5.11 Other Items			X			
6.0 Alternate Route Strategies						
6.1 Ramp Closures			X			
6.2 Street Improvements			X			
6.3 Reversible Lanes			X			
6.4 Temporary Lanes or Shoulders Use		X				
6.5 Freeway to freeway connector closures			X			
6.6 Encroachment Permit from City/County			X			
7.0 Other Strategies						
7.1 Application of new technology			X			
7.2 Other Items			X			

Comments:

Attachment H

Storm Water Data Report Signature Sheet

Long Form - Storm Water Data Report



Dist-County-Route: 03-PLA-65

Post Mile (Kilometer Post) Limits:

10.1 / 11.1

Project Type: Combination 6 2 and L-9 Interchange

EA: 03-2C5900

RU:

Program Identification:

Phase: ☒ PID ☒ PA/ED ☐ PS&E

Regional Water Quality Control Board(s): Region 5, Central Valley, Sacramento Office

Is the project required to consider incorporating Treatment BMPs?

☒ Yes ☐ No

If yes, can Treatment BMPs be incorporated into the project?

☒ Yes ☐ No

If No, a Technical Data Report must be submitted to the RWQCB

at least 60 days prior to PS&E Submittal. Lid submittal date:

Total Disturbed Soil Area: 19 Acres

Estimated Construction Start Date: June 2012 Construction Completion Date: December 2013

Notification of Construction (NOC) Date to be submitted: 01/01/2012

Notification of ADL reuse (if Yes, provide date) ☐ Yes Date: ☒ No

Separate Dewatering Permit (if Yes, permit number) ☐ Yes Permit #: ☒ No

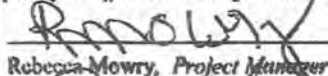
This Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the data upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E.


Chris Ferrari, Registered Project Engineer

5-25-10
Date

I have reviewed the storm water quality design issues and find this report to be complete, current, and accurate:

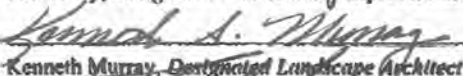



Rebecca Mowry, Project Manager

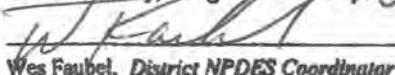
Date


Pat Kelley, Designated Maintenance Representative

Date


Kenneth Murray, Designated Landscape Architect

Date


Wes Faubel, District NPDES Coordinator

Date



Caltrans Storm Water Quality Handbook
Project Planning and Design Guide
December 2008

Attachment I

Initial Study/ Mitigated Negative Declaration

RESOLUTION NO. 2010-167

RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF ROCKLIN APPROVING A MITIGATED NEGATIVE
DECLARATION OF ENVIRONMENTAL IMPACTS AND A MITIGATION
MONITORING PROGRAM
(STATE ROUTE 65/WHITNEY RANCH PARKWAY INTERCHANGE PROJECT)

WHEREAS, the City of Rocklin's Environmental Coordinator prepared an initial study on the State Route 65/Whitney Ranch Parkway Interchange project (the "Project") which identified potentially significant effects of the Project; and

WHEREAS, revisions to and/or conditions placed on the Project, which were made by or agreed to by the applicant before the mitigated negative declaration was released for public review, were determined by the environmental coordinator to avoid or reduce the potentially significant effects and that there was, therefore, no substantial evidence that the Project, as revised and conditioned, would have a significant effect on the environment; and

WHEREAS, a mitigated negative declaration of environmental impacts was then prepared, properly noticed, and circulated for public review.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Rocklin as follows:

Section 1. Based on the initial study, the revisions and conditions incorporated into the Project, and information received during the public review process, the City Council of the City of Rocklin finds that there is no substantial evidence that the Project, as revised and conditioned, will have a significant effect on the environment.

Section 2. The mitigated negative declaration reflects the independent judgment of the City Council.

Section 3. All feasible mitigation measures identified in the City of Rocklin General Plan Environmental Impact Reports which are applicable to this project and have been adopted and undertaken by the City of Rocklin and all other public agencies with authority to mitigate the project impact or will be undertaken as required by this project.

Section 4. A mitigated negative declaration of environmental impacts, attached hereto as Exhibits A, 1 and 2 and incorporated by this reference, is hereby approved for the Project.

Section 5. The Mitigation Monitoring Program prepared in connection with the project is hereby approved.

Section 6. The documents and other materials that constitute the record of proceedings upon which the Planning Commission has based its decision are located in the office of the Rocklin Community Development Director, 3970 Rocklin Road, Rocklin, California 95677. The custodian of these documents and other materials is the Rocklin Community Development Director.

Section 7. Upon approval of the project by the Planning Commission and/or City Council, the environmental coordinator shall file a Notice of Determination with the County Clerk of Placer County and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to the provisions of section 21152(a) of the Public Resources Code and the State EIR Guidelines adopted pursuant thereto.

PASSED AND ADOPTED this 24th day of August, 2010, by the following roll call vote:

AYES: Councilmembers: Storey, Magnuson, Yuill

NOES: Councilmembers: None

ABSENT: Councilmembers: Hill, Lund

ABSTAIN: Councilmembers: None

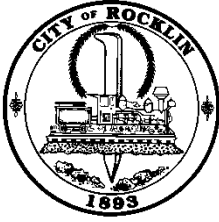


Scott Yuill, Mayor

ATTEST:



Barbara Ivanusich, City Clerk



**COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF ROCKLIN**

**3970 Rocklin Road
Rocklin, California 95677
(916) 625-5160**

**State Route 65/Whitney Ranch Parkway Interchange
Project**



PLA-65-PM 10.1/11.1

EA: No. 03-2C5900

Draft Initial Study/Mitigated Negative Declaration

July 2010

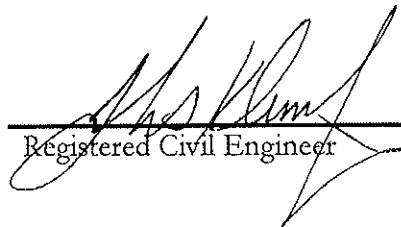
Attachment J

Fact Sheet Exceptions to Advisory Design Standards Signature Sheet

Fact Sheet

Exceptions to Advisory Design Standards

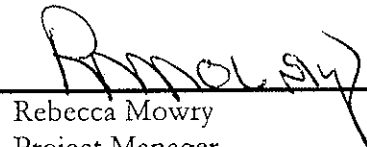
Prepared by:



Registered Civil Engineer



Recommended
for Approval:

 5/6/10 (916) 274-0665

Rebecca Mowry Date Telephone
Project Manager

Concurrence by:  5/11/10 (916) 274-6001

Gilbert Ogaz Date Telephone
Branch Chief, Design South S2

Approved by:  5/12/10

Shira Rajendra Date
Chief, Office of Design South

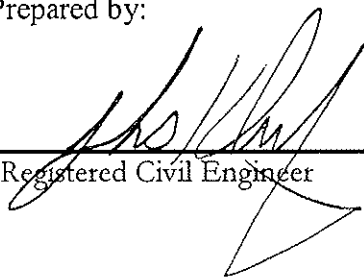
Attachment K

Fact Sheet Exceptions to Mandatory Design Standards Signature Sheet

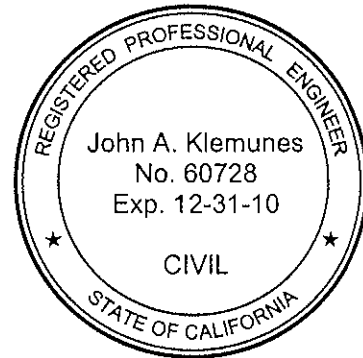
Fact Sheet

Exceptions to Mandatory Design Standards

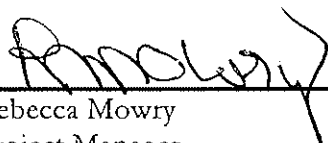
Prepared by:



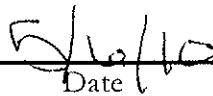
Registered Civil Engineer



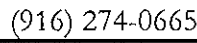
Recommended
for Approval:



Rebecca Mowry
Project Manager

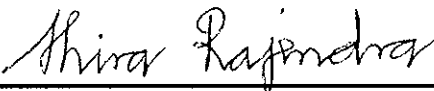


Date

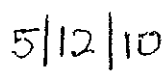


Telephone

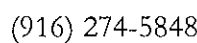
Concurrence by:



Shira Rajendra
Chief, Office of Design South




Date

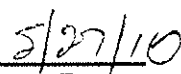


Telephone

Approved by:



Heidi Sykes
Acting Design Coordinator, Division of Design



Date